

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1910, TO MARCH 31, 1911

*Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906
Chapter 35, Section 33.*

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1911

[No. 20—1912]

To Field Marshal, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha ; Knight of the Most Noble Order of the Garter ; Knight of the Most Ancient and Most Noble Order of the Thistle ; Knight of the Most Illustrious Order of Saint Patrick ; one of His Majesty's Most Honourable Privy Council ; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath ; Knight Grand Commander of the Most Exalted Order of the Star of India ; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George ; Knight Grand Commander of the Most Eminent Order of the Indian Empire ; Knight Grand Cross of the Royal Victorian Order ; Personal Aide-de-Camp to His Majesty the King ; Governor General and Commander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1910 to March 31, 1911.

F. COCHRANE,

Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDED MARCH 31, 1911

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1911.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the Government Railways Managing Board; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I, will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by parliament, of railway enterprises in various parts of Canada other than the government roads, aggregate as follows:—

The total railway expenditure amounted to \$36,301,979.24, of which \$24,760,029.58 was charged to capital, \$1,503,070.89 to income, and \$10,038,878.77 to revenue.

The railway expenditure on capital account included \$23,488,208.40 for the eastern division (from Moncton to Winnipeg), of the National Transcontinental Railway, which is in course of construction by a board of commissioners, \$184,149.81 for the Hudson Bay railway, and \$227,563.40 for the Quebec Bridge.

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The railway expenditure on income included a total of \$1,284,892.04 paid as subsidies to railways other than the government roads, \$164,392.32 for the Board of Railway Commissioners for Canada, and \$21,619.34 for inspection of the Grand Trunk Pacific railway.

The expenditure on the Intercolonial railway amounted to \$10,358,845.85, namely, on capital account \$762,869.06, and on revenue account (working expenses) \$9,595,976.79. On the maintenance of the Windsor Branch the expenditure was \$17,797.98, charged to revenue account.

On the Prince Edward Island railway, the total expenditure was \$518,424.56, of which \$94,320.56 was charged to capital and \$424,104 to revenue.

The expenditure on canals aggregated \$3,875,978.05; of which \$2,349,474.49 was chargeable to capital account, \$440,269.03 to income, \$595,894.79 for staff, and \$490,339.74 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of \$2,369.52, the total expenditure for the year on railways and canals was \$40,180,326.81.

The total revenue derived from the railway and canal works was \$10,470,532.87, of which the railways produced \$10,249,394.38, and the canals \$221,138.49*, the sum of \$187,908.53 being derived from hydraulic rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1911, amounts, on capital account, to \$261,414,694.87, including the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line, and also the amount \$660,683.09 expended on the Annapolis and Digby railway. In addition, there has been expended from the consolidated fund a total of \$214,073,844.19, covering the operating expenses of the government roads, and \$42,735,008.32 subsidies to railways other than the main line of the Canadian Pacific railway, making a total expenditure of \$475,489,401.56. Of this amount the sum of \$13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial railway system, \$10,766,725.54, and on the construction of the Prince Edward Island railway \$3,114,735.11.

The total government expenditure on canals prior to and since July 1, 1867, to March 31, 1911, the close of the fiscal year, amounts on capital account to \$99,331,923.86, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs to \$30,868,547.06, making a total of \$130,200,470.92.

The total expenditure on the two branches, railways and canals, up to March 31, 1911, is as above, \$605,689,872.48; adding to which, for general expenditures embracing both, the further sum of \$812,727.84, the grand total expenditure amounts to \$606,502,600.32.

* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

† This amount does not include the annual payment of \$119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Victoria, Ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of \$2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts, 1893-4, page 10, and 1906, page 79.)

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The total revenue collected since July 1, 1867, to March 31, 1911, amounts, from the government railways to \$157,406,587.23, and from the canals to \$14,377,492.63, making a total of \$171,784,079.86.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the Appendices, Part I, herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island railway.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the Government Railways Managing Board, and the officials of these roads.

The gross earnings of the government roads for the twelve months ended March 31, 1911, amounted to \$10,249,394.38; the working expenses of the Intercolonial and the Prince Edward Island railways, and the maintenance of the Windsor branch, amounted to \$10,037,878.77, showing a profit of \$211,515.61.

The Intercolonial railway working expenses amounted to \$9,595,976.79; its earnings amounted to \$9,863,783.40; a profit of \$267,806.61. It should, however, be observed that although this is set down as the net profit of the year, an amount of \$200,000 was, at the end of the year, taken from the revenue and charged against the working expenses of the road, being in addition to the usual \$25,000 a month placed in 'suspense account,' as a fund from which payments may be made for renewals of the equipment of the railway. The action was explained to parliament by the late minister last session when discussing the estimates for the current year. If this amount, which is still available, had not been so taken, the net profit of the year would have been \$467,806.61.

The Windsor branch maintenance expenditure amounted to \$17,797.98; the government earnings amounted to \$48,191.43, leaving a profit of \$30,393.45.

The Prince Edward Island railway working expenses amounted to \$424,104; its earnings amounted to \$337,419.43, the deficit being \$86,684.45.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk railway company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5, (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 mile, was surrendered to the government.

The length of road in operation during the year was 1,455.63 miles, an increase of 8.50 miles, namely from Indiantown to Blackville Junction. 25.04 miles are double-tracked. This is irrespective of spur lines and sidings and tracks in yards, the aggregate length of which was 388.68 miles.

CAPITAL ACCOUNT.

The expenditure for the past fiscal year ended March 31, 1911, on capital account amounted to \$765,897.57, against which is a credit of \$3,600; leaving the total \$762,297.57 and making the total expenditure on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50, (1891) and 62-63 Vic., chaps. 5 and 6, (1899), together with the acquired Canada Eastern railway, \$93,035,371.08.

The principal items charged to capital during the year were as follows (omitting cents): for diversion of line at Chatham and branch to wharf, \$149,976; for the new locomotive and car shops with equipment, and new freight yard at Moncton, \$80,437; new machinery for shops, \$37,983; Moncton cut-off, \$53,857; increased accommodation at Halifax, \$39,795; engine house, machine shops, &c., at Rivière du Loup, \$62,347; Sydney Mines diversion, \$100,000; and for buildings and property at Campbellton \$75,000.

REVENUE ACCOUNT.

Expenditures on revenue account are grouped under five main heads, each divided into a number of sub-heads.

The main heads and the expenditures under them for the fiscal year ended March 31, 1911, are as follows:—maintenance of way and structures, \$1,811,711.35, against which is a credit of \$7,621.67 for maintenance of joint tracks, yards, &c., leaving the net amount \$1,804,089.68, maintenance of equipment, \$2,228,215.52; traffic expenses, \$196,228.65; transportation expenses, \$5,223,309.14, against which is a credit of \$79,076.06 for operating joint yards and terminals, making the net expenditure under this head, \$5,149,139.46; general expenses, \$222,610.17.

The aggregate expenditure under these five heads for the year was \$9,595,976.79.

Details of these expenditures will be found in the statements of the Comptroller, Part III, of the appendices.

The gross earnings of the year, \$9,863,783.40, were derived as follows:

The passenger earnings amounted to \$2,899,419.82; the freight earnings were \$6,344,595.66; the mail and express earnings were \$449,797.44 and the miscellaneous earnings amounted to \$169,970.48. The revenue derived from transportation was 98.05 per cent of the gross.

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The gross earnings per mile of railway (1,455.63 miles), were \$6,776.30; per engine mile, \$1.11; per train mile, \$1.42 and per car mile 10.12 cents.

The total engine mileage was 8,904,048; the total train mileage 6,970,346; and the total car mileage, 97,506,352.

The expenses per mile of railway were as follows: maintenance of way and structures, \$1,239.39; maintenance of equipment, \$1,527.80; traffic expenses, \$134.81; transportation expenses, \$3,537.40; and general expenses, \$152.93; making a total of \$6,592.33.

The expenses per train mile were: maintenance of way and structures, 25.88 cents; maintenance of equipment, 31.91 cents; traffic expenses, 2.82 cents; transportation expenses, 73.87 cents; and general expenses, 3.19 cents, making a total of 137.67 cents.

The ratio of expenses to gross earnings was as follows: maintenance of way and structures, 18.29 per cent; maintenance of equipment 22.55 per cent; traffic expenses, 1.99 per cent; transportation expenses, 52.20 per cent; and general expenses 2.26 per cent.

Comparing the twelve months ended March 31, 1910, with the corresponding period ended on March 31, 1911, the gross earnings last year showed an increase of \$595,548.41. The passenger traffic produced an increase of \$133,535.16; the freight traffic an increase of \$295,711.48; and the mails and express an increase of \$166,301.77. The increase per mile of railway was \$371.74, and per train mile 3 cents.

A comparison of working expenses for the same periods shows an increase in the year 1910-11, of \$950,906.46, or per mile of railway, of \$618.39, and per train mile of 8.67 cents.

GENERAL NOTES RE INTERCOLONIAL RAILWAY.

The number of passengers carried was 3,232,895, an increase, compared with the previous year, of 110,571. There was an increase of 94,888 in the number of local passengers, and of 15,683 in the number of through passengers.

Of revenue producing freight 4,101,400 tons were carried, an increase, compared with the previous year of 174,160 tons. The local freight was increased by 126,795 tons, and the through freight by 47,365 tons. In addition, supplies were carried for the railway, such as ties, rails, station supplies, &c., to the extent of 179,554 tons, making the total freight carried 4,280,954 tons.

Details as to the principal items will be found in the statements of the Comptroller Appendix III, and are classified as follows: Products of agriculture, 426,011 tons; of animals, poultry, fish and their products, 84,563 tons; products of mines, 1,261,598 tons; products of forests, 1,012,404 tons; manufactures, 773,301 tons; miscellaneous, 535,037 tons.

The rolling stock equipment will be found described specifically in the report of the mechanical accountant Appendix Part III. The principal item is the purchase, from revenue, of 1 passenger and 10 freight locomotives, 9 of which replaced 26 old small type locomotives; the total tractive power of the 9, however, is 338,697 lbs. against 302,721 lbs. of the 26 old ones; and though the total number of locomotives is reduced from 414 to 397, the tractive power is increased by 35,976 lbs.

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The value of stores on hand at the close of the year was \$1,149,303.45, comprising fuel, \$229,059.51; roadway and bridge material, \$418,888.43; and miscellaneous, \$501,355.51.

The following comparative statistics dealing with traffic will be of interest:—

In 1909-10, the average tons of freight carried per train, producing revenue, was 240.02, and the number of passengers 58.99; in 1910-11, the average freight tonnage was 260.21, and passengers 61.41.

1909-10, the average tons per loaded car, producing revenue, was 17.23, and the number of passengers 9.62; in 1910-11, the number of tons was 17.23, and of passengers, 9.68.

The number of tons per train, all freight, in 1909-10, was 264.26, and in 1910-11, 265.28.

The number of tons per car, all freight, in 1909-10, was 17.51, and in 1910-11, 17.57.

The average distance each ton of freight was carried in 1909-10, was 271.69 miles, and in 1910-11, the average distance was 274.47 miles. The average distances passengers were carried in those years were 48.73 miles, and 50.40 miles respectively.

The average number of loaded cars per train in 1909-10, was 15.09 cars of freight and 6.13 cars of passengers; in 1910-11, the number of freight cars per train was 15.10, and of passengers, 6.34.

The average number of empty cars per train in 1909-10, was 3.13, and in 1910-11 2.63.

In 1909-10, the average of train miles per mile of road was, for freight, 2,835.59; and for passengers, 1,782.07; in 1910-11, these figures were, respectively, 2,971.98 and 1,816.56.

In 1909-10, the average per mile of road of revenue producing freight carried one mile was 737,317.14 tons, and passengers 105,131.40; in 1910-11, the figures were freight, 773,350.73 tons, and passengers, 111,553.91.

The number of tons, all freight, per mile of road carried one mile in 1909-10, was 749,338.04, and in 1910-11, 788,413.82.

The train mileage in 1909-10, was: passenger, 2,578,885 miles; freight 4,103,468 miles; in 1910-11, passenger, 2,644,241 miles; freight, 4,326,105 miles.

The loaded car mileage in 1909-10, was 61,916,687 miles, and in 1910-11, 65,317,976 miles.

The empty car mileage in 1909-10, was 12,843,789 miles, and in 1910-11, 11,367,591 miles.

The caboose car mileage in 1909-10, was 3,802,680 miles, and in 1910-11, 4,048,224 miles.

The steam motor car mileage (passenger) was 16,563 miles in 1909-10, and 5,691 miles in 1910-11.

The total car mileage of 1909-10 was: passenger, 15,821,472 miles, and freight, 78,563,156 miles; in 1910-11 the figures were passenger, 16,772,561 and freight 80,733,791.

The total freight moved in 1909-10, was 4,071,692 tons; of this quantity 3,927,240 tons were revenue producing. In 1910-11, the total freight moved was 4,280,954 tons, of which 4,101,400 tons were revenue producing.

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Repairs to passenger cars cost, per car, in 1909-10, \$604.87, or per car mile .0171 of a cent; and in 1910-11, \$615.06, or per car mile, .0167 of a cent.

Repairs to freight cars cost, per car, in 1909-10, \$38.16, or per car mile, .0062 cent; and in 1910-11, \$45.26, or per car mile, .0070 of a cent.

Repairs to locomotives cost, per locomotive, in 1909-10, \$1,504.72, or per locomotive mile, .027 of a cent, and in 1910-11, \$1,585.65, or per locomotive mile, .0740 of a cent; and in 1910-11, \$45.26, or per car mile, .0070 of a cent.

The value of stores on hand at the close of the year was \$1,149,303.45 comprising fuel, \$229,059.51; railway and bridge material, \$418,888.43; and miscellaneous, \$501,355.51.

The railway has been exceptionally unfortunate in loss by fires that have occurred during the past year at Halifax, Campbellton, Sacré Cœur, Sydney, St. John and Truro. The fire at Campbellton, which practically destroyed the whole town, consumed the whole of the railway buildings, except the superintendent's dwelling. A new 28-stall enginehouse has been built to replace that destroyed.

The railway, its structures, and rolling stock have been maintained in good condition.

Full particulars as to the various works of improvement and repairs carried out during the year, and as the mechanical department and the rolling stock will be found in the appendices hereto; also the several statements of the comptroller in regard of the expenditures, &c.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1911, amounted to \$48,191.43. The cost of maintenance aggregated \$17,797.98, leaving a profit of \$30,393.45. The government share of the receipts showed a decrease of \$12,462.55 compared with the previous year.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. The length of the road operated was the same as in the previous year 267.5 miles.

CAPITAL ACCOUNT.

There was an addition of \$94,320.56 to the capital account expenditure during the past year ended March 31, 1911, making the total capital expenditure up to that date, \$8,559,685.47. The added expenditure included \$17,056.22 for increased accommodation at Charlottetown, and \$72,278.09 for the branch line from Harmony to Elmira, a distance of 9.9 miles, the construction of which was placed under contract during the previous year.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$337,419.55, and the working expenses to \$424,104, making an excess of expenditure over earnings of \$86,684.45. Compared with the previous year, there was an increase of \$18,344.81 in the gross earnings, and a decrease of \$3,179.73 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as to the Intercolonial railway, under five heads, with their several sub-heads. It comprises 'Maintenance of way and structures,' \$117,249.08; 'maintenance of equipment,' \$81,529; 'traffic expenses,' \$1,159.68; 'transportation expenses,' \$210,396.42; 'general expenses,' \$13,769.32.

The number of passengers carried was 356,761, an increase compared with the previous year of 5,723, producing \$142,503.41, an increase of \$2,426.58. Of freight 108,263 tons were carried, an increase of 2,522 tons producing \$158,841.61, an increase of \$5,468.50. The earnings for mails and sundries amounted to \$36,074.53, an increase of \$449.73 compared with the previous year.

The freight carried was agricultural products, 28,944 tons; animals, poultry and fish and their products, 14,435 tons; products of mines, 12,074 tons, forest products (lumber), 12,265 tons; manufactures, 7,798 tons; miscellaneous commodities, 32,727 tons.

The engine mileage aggregated 452,089 miles, the train mileage, 331,680 miles and the car mileage, 2,113,014 miles.

The gross earnings per mile of railway amounted to \$1,263.74; per engine mile, 74.64 cents, per train mile 101.73 cents; and per car mile to 16.00 cents.

The working expenses per mile of railway amounted to \$1,588.40, and per train mile to 127.86 cents.

The value of stores on hand on March 31, 1911, was \$61,007.05, including fuel, \$18,044.18.

The road and its structures have been maintained in efficient condition.

Full details will be found in the report of the superintendent and other officials in the appendices hereto, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages will be made by each employee to the fund, to which a like

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amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to $1\frac{1}{2}$ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum two-thirds of his said average monthly pay. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. By the amending Act of 1909, chap. 20, the Government Railways Managing Board nominates one of its members as chairman of the Provident board.

The fourth annual report of the board, which is printed in the appendices hereto, shows that at the beginning of the fiscal year, April 1, 1910, there was a balance to the credit of the fund of \$255,585.08, and that during the past fiscal year the contributions of the railway employees amounted to \$71,296.42; adding to this a like contribution from the government railways and the sum of \$1,083.83 for refunds, &c., together with interest accrued \$7,079.36, the total of the fund for the year aggregated, \$406,341.11. The total expenditure during the year was \$132,861.10, of which \$121,014.34 was paid out in retiring allowances, leaving at the credit of the fund on March 31, 1911, the sum of \$273,480.01.

In the course of the year 51 employees were retired and pensioned, and 23 pensioners died.

During the four years that the system has been in operation, the total contributions by employees amount to \$299,260.27, and the total contribution by the railways also to \$299,260.27. The number of employees pensioned is 449, of whom 68 have died, leaving 381 in enjoyment of their allowances at the close of the fiscal year 1911. The total paid for retiring allowances is \$312,623.21.

SURVEYS FOR A RAILWAY TO HUDSON BAY.

In my report for the year 1909-10 I summarized the information obtained from a general progress report made under date September 8, 1909, by Mr. John Armstrong, the Chief Engineer of the survey, which report was printed in the appendices. It dealt with two routes leading from Le Pas, one to Fort Churchill, and the other to Port Nelson, the first 150 miles from Le Pas being common to both.

During the past year, surveys have been successfully carried on for the revision of the location, in order to improvement of grades and alignment, and lessening the cost of construction.

No determination had been made, at the close of the year, as to the point on Hudson bay to be adopted as the terminus of the line.

Some progress towards the building of the road was, however, made by the letting of contracts for the substructure and superstructure of the bridge to carry the railway over the River Saskatchewan at Le Pas, a work that will be necessary, in any case, for either of the routes that may be selected. This bridge will consist of four fixed spans, and one swing span, with roadways, one on each side of it, for ordinary traffic; the greater portion of the substructure has been completed.

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BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII., chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through government leased water powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1911, has been received, and will be laid before parliament in due course.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under four commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and

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operated by the company, who undertake to construct, at their own cost and to maintain and operate, the western division. The lease of the eastern division is to be for a period of fifty years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the 'Lake Superior Branch.'

Payments from the proceeds of the bonds of the company for work done, &c., on the western division, are made from time to time on certificates given by the government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the 'prairie' section by a loan to the company of \$10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the 'prairie' section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department was duly made; the mortgage deed being dated May 22, 1909.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the board are in the city of Ottawa.

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The report of the board for the fiscal year ended March 31, 1911, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg).

The entire line from Moncton to Winnipeg is under contract, the distance being 1804.73 miles.

Of this distance, 1,388 miles are graded. The track is laid for a distance of 1,064.70 miles of main line, with 199.76 miles of sidings; total 1,264.46 miles. The total percentage of work done is 68.56 per cent of the whole.

The work is divided into six districts; the first being westward from Moncton.

District 'A,' 256.61 miles.—252.55 miles are graded, and the main track is laid for 249.92 miles; also 50.60 miles of sidings; 206.49 miles of telegraph have been built. The expenditure for construction during the year was \$3,653,724.59. 94.86 per cent of the work has been done.

District 'B,' 578.19 miles.—419.75 miles are graded, and the main track is laid for 325.13 miles; also 28.05 miles of sidings; 186.60 miles of telegraph have been built. This district extends east and west of the Quebec bridge. The expenditure during the year on construction was \$6,347,464.58, and on transport, \$14,502,27. 65.54 per cent of the work has been done.

District 'C,' 121.94 miles.—74.3 miles have been graded; no track has been laid. The expenditure during the year on construction was \$1,457,492.24, and on transport \$17,176.48. 27.43 per cent of the work has been done.

District 'D,' 276.11 miles.—201.55 miles have been graded, and 191.38 miles of main track laid; also 31.56 miles of sidings; 124.65 miles of telegraph have been built. The expenditure during the year on construction was \$3,976,516.99, and on transport, \$33,497. 55.80 per cent of the work has been done.

District 'E,' 195.19 miles.—81.50 miles have been graded; no track laying has been done. The expenditure on construction during the year was \$1,106,861.91, and on transport, \$17,611.07; 29.73 per cent of the work has been done.

District 'F,' 376.09 miles.—This brings the road into the city of Winnipeg, on the west side of Water street, the Red river being crossed between St. Boniface and Winnipeg. It includes the construction of yards and locomotives and other shops at Springfield (Transeona), a point about 6 miles east of Winnipeg. The locomotive shops are completed, and the machinery is being installed. The double track bridge substructure over the Red river is completed, and the steel superstructure is nearly completed. Out of the total mileage of this district, 358.35 miles have been graded, and 298.27 miles of main track have been laid; also 89.554 miles of sidings; 266.99 miles of telegraph have been built. The expenditure during the past year on this district amounted, for construction, to \$6,612,845.89, and for transport to \$11,573.60. 86.38 per cent of the work has been done.

The expenditure for the fiscal year ended March 31, 1911, on the entire eastern division amounted, as is shown in the statement of the Accountant of the Department, Appendix, Part I, to \$23,488,208.40. This statement shows the total expendi-

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ture on the eastern division up to March 31, 1911, to be \$95,423,085.48, the expenditures yearly being as follows:

1904..	\$ 6,249 40
1905..	778,491 28
1906..	1,841,269 95
1907..	5,537,867 50
1908..	18,910,449 41
1909..	24,892,422 68
1910..	19,968,126 86
1911..	23,488,208 40

Total.. \$95,423,085 48

The total expenditure, shown by the report of the commissioners since their organization in September, 1904, to March 31, 1911, is \$95,406,697.61.

The questions in dispute between the commission's engineers and the engineers of the Grand Trunk Pacific Railway in regard of classification of material on Districts 'B' and 'F', and as to returns of rock moved outside the regular section in rock cuts, which have been dealt with by a board of three arbitrators, as provided in the company's agreement with the government, the board being composed of the Chief Engineer of the Commissioners, the Chief Engineer of the Company and Mr. Collingwood Schreiber, as the third arbitrator, have been finally settled during the past year.

By an order in council of June 23, 1910, the line of railway from the northern approach to the Quebec bridge to Champlain market, in the city of Quebec, which had been in course of construction by the Quebec Bridge and Railway Company prior to the collapse of the bridge, and the assumption by the government of the company's undertaking and property, was transferred to the commissioners of the National Trans-continental railway, 'as constituting a part of that road.'

WESTERN DIVISION.

(Wolf Creek to Prince Rupert).

On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, March 31, 1911, is shown by the report made by the government Chief Engineer of that division, Mr. Collingwood Schreiber, C.M.G., which will be found printed in the appendices hereto, Part IV., to be as follows:—

The total length of this division is 1,745 miles, divided into two sections, viz., the 'Prairie section' which extends from the west bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek (a point 120 miles west from Edmonton), a distance of 915 miles, and the 'Mountain section,' extending from the east bank of Wolf creek to the western end of the city of Prince Rupert, the Pacific coast terminus, a distance of 830 miles.

'PRAIRIE SECTION'

The section is nearly completed and the whole is open to public traffic, the portion between Edmonton and Wolf creek having been placed under traffic on February 12, 1911, as an 'unfinished contractor's road.'

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In addition to the length of the main line, 915 miles, 83.01 miles of passing sidings have been laid, 24.66 miles of sidings to elevators, mills, &c., and 50.82 miles of track in divisional yards, making a total of 1,073.49 miles of track laid on this division.

The road is in good and safe condition, and the train service has been carried on successfully. The section comprises some very large steel bridges, including the South Saskatchewan river bridge, 1,501 feet long and 76 feet high; the Battle river bridge, 2,770 feet long and 178 feet high; the North Saskatchewan river bridge, 1,655 feet long and 136 feet high; the Pembina river bridge, 902 feet long and 214 feet high.

The fencing and the telegraph line are completed.

The certified expenditure on the section up to March 31, 1911, amounted to \$34,805,842.47.

'MOUNTAIN SECTION.'

On this section, which extends from Wolf creek to Prince Rupert, 830 miles, at the close of the fiscal year, 420 miles were under contract, namely, 150 miles at the eastern (Wolf creek) end, on which the grading was practically completed for 100 miles, and the track laid on the first 65 miles, and 240 miles at the western (Prince Rupert) end; on which the track is laid on the first 102 miles from Prince Rupert. The Chief Engineer reports that the works of construction on the 'Mountain section' are in a backward condition, and are not progressing as rapidly as could be desired. He observes that the company are building a line west from their present terminal wharf at Prince Rupert for a further distance of 3.23 miles to a point where they propose to place their terminals. This additional mileage, however, not having been officially recognized as part of the Trunk system, the Chief Engineer does not include in his certificates of expenditure.

The certified expenditure on this section up to March 31, 1911, amounted to \$20,488,156.58.

The total certified expenditure on the two sections, the 'Prairie' and the 'Mountain,' up to March 31, 1911, was \$55,293,999.05.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statement show all payments made year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1911, amounted to \$1,284,892.04.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company, (originally commenced under a subsidy of \$1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900) suddenly collapsed.

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Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises on paying the shareholders the amount of their stock at par, not exceeding \$265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid up shares.

Of the said subsidy of \$1,000,000, there had been paid to the company a total of \$374,353.33 prior to the execution of above agreement; and, subsequent to its execution, payments were made from the proceeds of their bonds to the extent of \$5,016,453.66, in certificates of the government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the government to take over the company's undertaking was exercised under the authority of an order in council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the government to the several shareholders for their shares was \$255,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the government was dated October 18, 1909.

Under authority of an order in council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisors on points of difference that might arise.

Towards the close of the year, 1909, such progress had been made that newspaper notice was given in November of that year, inviting contractors to visit the office of the board in order to obtain information to enable them to prepare offers for the superstructure, on the board's plans and specifications; intending contractors being, however, invited to submit alternative designs.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that 'would compare most favourably with the highest type of long span bridges in existence.' By an order in council

* The history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

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of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9.02 cents a ton, and will aggregate about \$8,650,000, a saving of about \$2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double track railway, and two sidewalks for foot passengers.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements (necessitated by changes in the caisson design and in the location of the north anchor pier) were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed, as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the board for the year ended on March 31, 1911, will be found printed in the appendices hereto, Part V. It shows that the work of removing, under contract, the debris of the fallen structure has been carried on, and practically all the material between the main pier and the anchor pier has been taken out. The approach spans and false work on the north shore have been removed under contract. The caisson for the north main pier, which is to be rebuilt, was floated into position, and sinking operations had been commenced when an accident occurred which necessitated the removal of the caisson for repairs. It will be utilized for the south main pier, and one in two sections built for the north main pier.

The expenditure for the past fiscal year up to March 31, 1911, was \$227,563.40, adding to which, the expenditure for the year, 1908-9, \$422,867.12 (in which is included the amount \$355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and \$31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and also adding the expenditure for the year 1909-10, \$111,782.02, for the preparation of plans, &c., the total government expenditure amounts to \$762,218.54, against which there is to be credited the sum of \$100,000 paid to the government by the Phoenix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, leaving the net cost to the government up to March 31, 1911, \$662,218.54. This is irrespective of the amount of subsidy, \$374,353.33 paid to the Quebec Bridge Company as above mentioned.,

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CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1911, was \$3,875,978.05, comprising \$2,349,474.49 charged to capital; \$440,269.03 charged to income; \$595,894.79 for staff and \$490,339.74 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1910, was \$148,266.82. The rentals accrued during the year amounted to \$181,864.47, making a total of \$330,131.29. Of this amount, there was collected during the year a total of \$188,062.54. The balance remaining due on March 31, 1911, after deducting abatements, was \$140,660.97. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total net revenue collected amounted to \$221,320.50, the balance being made up of wharfage dues, fines, &c. Of this amount, refunds were made to the extent of \$182.01, leaving the net revenue \$221,138.49.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1910-11, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1910, will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1910 amounted to 42,990,608 tons, an increase of 9,269,860 tons compared with the previous year. 320,574 passengers were carried, an increase of 43,352.

The following features of the principal canal traffic during the season of 1910, will be of interest:—

On the Welland canal, 2,326,290 tons of freight were moved, an increase of 300,339 tons. Of the total, 1,042,538 tons were agricultural products and 154,737 tons produce of the forest; of coal, 577,491 tons were carried; 2,281,519 tons were through freight, of which 1,557,283 tons passed eastward.

Of the through freight, Canadian vessels carried 1,503,476 tons, an increase of 255,782 tons, and United States vessels 778,043 tons, an increase of 49,697 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,499 tons, an increase of 40,080 tons compared with the year 1909.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 789,661 tons, an increase of 136,919 tons as compared with the previous year; no trans-shipments have been made at Odgensburg since 1903.

On the St. Lawrence canals 2,760,752 tons were moved, an increase of 350,123 tons, of which 1,916,733 tons were eastbound freight and 844,019 tons westbound freight; 930,851 tons were agricultural products; 759,052 tons coal; and 560,328 tons forest products.

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On the Ottawa river canals, the total quantity of freight moved was 385,291 tons, an increase of 48,322 tons, of which 268,199 tons were produce of the forest.

On the Chambly canal, 669,299 tons were moved, a decrease of 82,818 tons, of which 496,119 tons were produce of the forest and 99,485 tons of coal.

On the Rideau canal, 134,881 tons were carried, an increase of 43,107 tons; 40,026 tons being produce of the forest, and 13,304 tons of coal.

On the St. Peter's canal 85,951 tons were carried, an increase of 6,101 tons; 42,350 tons were coal.

On the Murray canal, 177,941 tons passed, an increase of 75,650 tons.

On the Trent canal, 46,263 tons were moved, of which 35,849 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 8,283 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 36,395,687 tons, being an increase of 5,534,442 tons. There were 7,972 passages of vessels, the number of lockages being 6,110. Of wheat, 68,396,300 bushels and of other grain 23,855,747 bushels were carried; 2,831,260 barrels of flour; 28,440,952 tons of iron ore; 4,109,565 tons of coal; and 44,646,650 feet, board measure, lumber.

The chief engineer of the department has furnished a report, summarizing the principal features of the work done during the year, and this, with the reports of the Superintending Engineers and Superintendents, will be found in the appendices, Part VI., renders unnecessary any further digest on my part.

I may, however, observe that the gathering of information, by means of surveys and drill tests, in regard of the important project of an enlarged Welland canal has been carried on during the year, and much valuable material for decision has been obtained. No definite conclusion has, however, been reached in the matter, and it is not yet in a position to admit of determination.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1910, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1910 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister.

* This work, which consists of a lock and dam on the Red river about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and Lake Winnipeg. It is only mentioned here for statistical purposes.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1910-11

ALSO FOR PREVIOUS YEARS

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended March 31, 1911.

CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon. . . }		9,051 98	23,608 04	11,303 46
Grenville.. }				
Chambly.....	20,000 04	8,717 20	30,548 74	23,950 19
Cornwall.. . . .		76,719 09	78,583 80	45,362 81
Galops.....		16,224 68		
Lachine.	253,098 27	73,260 66	72,285 01	91,941 84
Murray.. . . .			3,942 94	2,075 26
Rideau		6,188 71	47,165 63	79,352 59
Sault Ste. Marie	54,797 37	77,066 45	24,951 49	19,955 74
Soulanges.. . . .	102,699 69	3,999 58	32,283 03	37,532 93
Ste. Anne's Lock.....		2,880 93	2,315 34	2,628 91
St. Ours Lock.....		1,200 23	3,527 69	2,353 81
St. Peters.....			4,180 96	473 44
Trent..	1,682,449 32	78,914 08	38,019 33	40,178 54
Welland.....	236,429 80	28,688 57	128,000 33	92,739 05
Williamsburg.....		2,622 39	21,893 61	21,681 75
Total.....	2,349,474 49	385,534 55	511,305 94	471,530 32
GENERAL ON CANALS.				
Dredge Vessels—Lachine.				5,112 35
“ Rideau				10,772 13
Miscellaneous...			957 85	2,924 94
Statistical Officers—Salaries and Contin- gencies.			33,064 45	
Sunday Labour			29,764 75	
Surveys and Inspections		6,255 47		
Maintenance.....			20,801 80	
Protection wall north side Lake St. Francis		4,499 13		
Macadamizing 2 miles public road Hungry Bay Dyke.....		13,954 95		
Quebec Canals { Remarking boundaries and sur- veys, &c.....		5,500 00		
Dredging		17,416 36		
Extending protection wall Ste. Barbe Dyke.....		2,980 00		
Miscellaneous works not provided for		1,659 59		
C. S. Gratuities to deceased employees (Statutory)		2,468 98		
Totals.....		51,734 48	84,588 85	18,809 42
Total on Canals....	2,349,474 49	440,269 03	595,894 79	490,339 74

Grand total Canals, \$3,875,978.05.

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STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

RAILWAYS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Working Expenses.	
	\$	cts.	\$	cts.
RAILWAYS.				
Canadian Pacific.....	2,918	35		
Intercolonial.....	762,869	06	9,595,976	79
National Transcontinental..	23,488,208	40		
Prince Edward Island	94,320	56	424,104	00
Windsor Branch.....			17,797	98
Total	24,348,316	37	10,037,878	77
GENERAL ON RAILWAYS.				
Contribution to McGill University.....		2,500	00	
" Polytechnic School, Montreal..		2,500	00	
Railway Subsidies.....		1,284,892	04	
Governor General's Car.....		2,343	38	
Railway Commission maintenance, &c.....		117,308	99	
" " statutory.....		47,083	33	
Subscription to Railway Congress, Brussels..		97	33	
Surveys and Inspections.....		15,817	30	
Government Director Grand Trunk Pac. Ry.		2,000	00	
Inspection Grand Trunk Pac. Ry.....		21,619	34	
Hudson Bay Railway.....	184,149	81		
Quebec Bridge, expenditure, &c	194,451	21		
" Exchequer Court awards ...	33,112	19		
Railway Grade Crossing Fund.....		6,909	18	
Compensation to F. S. Roger for injuries....			1,000	00
Total.....	411,713	21	1,503,070	89
Total on railways.....	24,760,029	58	1,503,070	89
Grand total railways, \$36,301,979.24....			10,038,878	77
MISCELLANEOUS.				
Cost of litigation.....		2,369	52	
Grand totals railways and canals including miscellaneous.....	27,109,504	07	1,945,709	44
			10,634,773	56
			490,339	74

Total amount of expenditure \$40,180,326.81.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31st, 1911.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total.....			44,387 53

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since	1868		63,193 75	9,349 99	6,216 98
"	1869		55 00	9,626 99	6,498 57
"	1870		27 50	10,117 57	6,384 81
"	1871			12,316 53	5,722 36
"	1872		27 50	11,792 46	15,733 38
"	1873		5,122 50	12,210 73	9,882 06
"	1874		26 00	15,392 51	10,990 56
"	1875		36 00	14,399 32	12,253 01
"	1876			14,465 86	17,170 83
"	1877			14,377 63	15,207 36
"	1878			14,383 37	9,861 05
"	1879			15,015 86	10,370 71
"	1880	266 15		15,362 61	8,997 34
"	1881			17,659 93	10,770 67
"	1882			18,804 53	20,813 86
"	1883		6,727 44	18,287 77	15,826 71
"	1884		3,277 98	19,107 38	16,232 61
"	1885		7,999 79	18,960 40	14,637 70
"	1886		8,491 80	19,228 90	14,356 00
"	1887		3,633 57	18,867 45	14,999 88
"	1888		14,411 97	19,325 05	14,285 98
"	1889		10,993 52	20,019 11	14,982 54
"	1890			19,847 42	14,999 20
"	1891		17,085 68	18,886 86	12,537 39
"	1892		1,696 23	20,050 01	14,999 80
"	1893			20,348 34	14,107 11
"	1894		6,547 72	20,574 53	13,903 46
"	1895		27,982 93	20,428 59	12,299 49
"	1896			20,725 47	15,050 85
"	1897		9,813 15	21,012 64	14,862 98
"	1898	25,000 00	5,799 34	20,650 00	16,164 92
"	1899		1,000 00	20,613 32	13,463 01
"	1900		4,959 22	20,147 59	14,505 30
"	1901		483 40	20,118 42	14,199 12
"	1902			16,682 52	6,532 33
"	1903			8,218 14	10,063 38
"	1904			9,236 27	11,936 37
"	1905		14,949 83	9,086 68	10,499 99
"	1906		2,531 24	9,291 91	18,640 71
"	1907		598 64	7,552 02	11,711 09
"	1908		2,260 81	7,032 31	13,019 76
"	1909		21,758 84		
"	1910		24,319 49		
"	1911				
Total		*1,636,690 26	265,810 84	649,574 89	525,691 23

* See page 22 for total cost of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government					*			
Government expenditure prior to Confederation.....					63,053 64			
"	since	"	1868			19,817 22	6,301 88	8,911 28
"	"	"	1869				6,549 38	10,157 42
"	"	"	1870			4,167 96	6,617 81	9,852 09
"	"	"	1871			23,119 37	8,676 90	8,218 24
"	"	"	1872		165,257 28		8,324 51	17,235 31
"	"	"	1873		133,199 10	3,051 38	10,068 28	8,781 50
"	"	"	1874		245,258 38		10,710 88	10,605 82
"	"	"	1875		339,864 76		10,378 57	18,520 44
"	"	"	1876		326,203 16		10,764 38	11,475 96
"	"	"	1877		245,738 04		11,050 27	10,304 06
"	"	"	1878		22,676 20		11,401 30	5,082 72
"	"	"	1879		243,141 24		11,501 22	7,629 98
"	"	"	1880		281,514 27		11,959 14	7,625 54
"	"	"	1881		336,707 53		13,059 18	8,076 91
"	"	"	1882		433,084 39		14,387 49	7,582 68
"	"	"	1883		433,575 10		17,479 58	8,310 02
"	"	"	1884		399,267 16		17,393 91	7,918 42
"	"	"	1885		157,187 72		19,702 30	10,429 26
"	"	"	1886		104,973 24	75 00	20,597 82	9,303 31
"	"	"	1887		20,747 11		20,011 36	19,554 41
"	"	"	1888		38,996 29		21,531 12	10,036 62
"	"	"	1889		298 17		22,098 88	10,135 66
"	"	"	1890		17 58	4,526 61	15,896 16	7,582 38
"	"	"	1891			4,395 25	21,230 22	10,796 68
"	"	"	1892		34,585 64	15,036 48	17,458 69	8,620 15
"	"	"	1893		207 00	42,298 74	16,762 71	10,669 28
"	"	"	1894		385 55	20,034 94	14,144 98	11,620 09
"	"	"	1895			5,963 76	15,453 21	12,803 25
"	"	"	1896		3,850 31		13,995 69	12,161 10
"	"	"	1897		1,908 44	4,939 20	13,780 29	11,607 95
"	"	"	1898		82,663 37	5,082 03	11,697 81	10,993 61
"	"	"	1899		39,999 37		11,919 27	11,478 88
"	"	"	1900		22,802 27	4,476 50	13,657 06	14,666 71
"	"	"	1901		4,930 65	9,331 95	13,342 22	13,416 00
"	"	"	1902			16,998 69	13,725 99	19,366 30
"	"	"	1903			15,992 52	14,348 17	17,766 28
"	"	"	1904			9,150 07	16,224 94	17,262 29
"	"	"	1905			8,715 46	15,858 19	19,977 19
"	"	"	1906			24,179 33	18,232 71	10,924 72
"	"	"	1907			9,393 38	16,749 03	7,036 40
"	"	"	1908			1,387 35	23,019 45	9,775 35
"	"	"	1909			68,597 35	23,085 54	10,758 01
"	"	"	1910			10,410 09	23,512 72	11,925 28
"	"	"	1911			9,051 98	23,608 04	11,303 46
Total.....					4,182,092 96	340,192 61	658,269 25	488,759 01

* Expenditure not given—record relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.
† Included in total cost of Ottawa River Works, see page 17. Cost of enlargement, \$4 119,034.32.

W C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.
CHAMBLY CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		634,711 76			
" since "	1868			8,312 90	9,355 70
" "	1869			8,437 22	13,120 97
" "	1870			8,934 41	20,180 73
" "	1871		2,839 85	10,214 71	22,426 33
" "	1872		1,906 40	9,628 50	22,327 99
" "	1873		759 00	10,390 44	11,789 27
" "	1874		2,810 00	11,675 67	16,427 19
" "	1875	2,415 00		12,201 99	16,306 91
" "	1876			10,593 14	13,273 56
" "	1877	80 00		10,281 78	10,111 32
" "	1878			10,413 99	6,022 96
" "	1879			11,301 53	8,809 77
" "	1880			11,516 22	12,377 74
" "	1881			13,950 47	20,705 17
" "	1882		31,796 41	16,686 78	16,843 60
" "	1883		21,332 36	15,904 38	15,182 24
" "	1884		41,640 77	18,448 85	12,003 34
" "	1885		21,049 23	18,378 55	13,046 95
" "	1886		14,547 27	19,501 28	11,999 77
" "	1887		17,911 17	19,053 62	20,071 37
" "	1888		65,536 64	20,073 60	11,823 74
" "	1889		51,137 87	19,679 22	19,392 18
" "	1890		23,221 48	19,655 38	14,399 93
" "	1891		43,344 41	19,204 76	11,399 93
" "	1892		38,353 99	19,665 22	12,976 48
" "	1893		21,127 65	19,310 29	12,451 03
" "	1894		8,567 78	19,040 93	11,779 12
" "	1895		6,147 63	19,325 49	11,920 74
" "	1896		3,694 63	19,349 65	11,801 12
" "	1897		12,665 83	18,754 17	13,128 55
" "	1898		13,184 68	17,992 90	12,466 51
" "	1899		15,255 42	18,336 50	11,997 51
" "	1900		5,448 88	18,397 58	13,995 00
" "	1901		1,195 09	18,529 48	17,572 35
" "	1902		19,132 80	18,832 25	17,313 02
" "	1903		8,977 43	19,286 10	21,745 65
" "	1904		26,701 59	21,544 69	25,656 00
" "	1905		33,066 50	26,970 79	19,896 57
" "	1906		26,192 72	26,039 53	25,173 48
" "	1907		29,953 80	19,916 33	22,598 88
" "	1908	157 90	34,264 31	28,375 21	30,627 72
" "	1909	13,307 02	35,784 54	28,440 40	24,389 29
" "	1910	30,479 41	8,207 00	29,198 76	22,825 53
" "	1911	20,000 04	8,717 20	30,548 74	23,950 19
		701,151 13			
Less proceeds of sale of piece of land in 1898..		150 00			
Total		*701,001 13	696,772 38	772,294 50	713,573 40

*Chambly Canal and River Richelieu.
Chambly Canal, as above.....\$ 701,001 13
Saint-Ours lock, see page 23.....121,537 65

Less amounts deducted at Confederation, see Public Ac- \$ 822,533 78
counts, 1868, part I, page 9,
Government expenditure prior to Confederation.
Chambly Canal, as above\$ 634,711 76
St. Ours Lock, see page 23.....121,537 65

\$ 756,249 41
Returned as an asset in Public Accounts, 1868. 433,807 83

322,441 58

Agreeing with Public Accounts, 1911, page 4.\$ 500,097 20

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.					
		\$	cts.	\$	cts.	\$	cts.				
Government expenditure prior to Confederation.....		1,933,152	69								
Government expenditure since Confederation.....	1868			2,786	00	11,244	47	3,774	18		
" " " " " " " "	1869	10,692	04			10,347	91	3,859	14		
" " " " " " " "	1870			17,780	05	10,368	16	7,145	42		
" " " " " " " "	1871			7	50	11,848	39	8,891	61		
" " " " " " " "	1872			10,000	21	10,594	30	8,163	70		
" " " " " " " "	1873			1,011	75	13,042	25	12,467	65		
" " " " " " " "	1874					13,405	20	7,610	70		
" " " " " " " "	1875	1,780	00			13,351	91	7,097	34		
Cost of original construction.				1,945,624	73						
Expenditure by Dominion Gov- ernment.....	1876					13,320	61	6,423	67		
" " " " " " " "	1877	49,211	37			13,375	70	6,440	54		
" " " " " " " "	1878	145,015	45			13,825	50	4,935	21		
" " " " " " " "	1879	143,032	05			13,817	96	4,983	15		
" " " " " " " "	1880	109,454	95			14,440	33	9,735	76		
" " " " " " " "	1881	53,948	14			15,173	60	5,524	10		
" " " " " " " "	1882	44,587	61			15,052	20	6,634	62		
" " " " " " " "	1883	21,728	93			18,283	67	8,361	71		
" " " " " " " "	1884	22,018	13			18,475	48	9,007	73		
" " " " " " " "	1885	62,034	90	16,298	96	15,988	96	12,368	51		
" " " " " " " "	1886	57,820	83	6,960	95	15,994	80	11,832	83		
" " " " " " " "	1887	46,966	43			17,520	54	12,100	29		
" " " " " " " "	1888	67,945	74			16,938	54	13,942	64		
" " " " " " " "	1889	163,993	85			17,890	55	58,205	26		
" " " " " " " "	1890	365,038	01	2,000	00	17,063	49	12,758	18		
" " " " " " " "	1891	599,001	85	1,459	98	16,077	72	9,830	05		
" " " " " " " "	1892	398,555	25	2,345	26	15,596	66	9,864	36		
" " " " " " " "	1893	352,536	13			15,173	01	9,668	14		
" " " " " " " "	1894	404,990	22			15,344	02	7,733	54		
" " " " " " " "	1895	450,689	65	21,497	74	15,414	56	13,053	55		
" " " " " " " "	1896	448,408	31	2,175	00	15,472	26	25,259	56		
" " " " " " " "	1897	438,487	51			15,540	43	16,438	32		
" " " " " " " "	1898	133,208	96			15,011	50	15,431	02		
" " " " " " " "	1899	37,649	00	15,960	80	16,000	00	14,623	90		
" " " " " " " "	1900	169,889	51	18,547	50	18,798	10	13,998	29		
" " " " " " " "	1901	62,032	47			17,104	13	13,166	89		
" " " " " " " "	1902	90,535	18			17,896	58	15,045	95		
" " " " " " " "	1903	77,833	81			70,129	29	19,205	66		
" " " " " " " "	1904	113,795	16	1,730	16	45,792	64	20,932	55		
" " " " " " " "	1905	104,093	45	8,324	83	71,073	68	28,100	67		
" " " " " " " "	1906	37,879	09	20,063	79	71,246	77	31,893	13		
" " " " " " " "	1907	5,218	03	4,191	61	52,050	56	24,489	18		
" " " " " " " "	1908	9,897	90	11,270	83	73,651	90	35,708	68		
" " " " " " " "	1909	495	00	151,628	65	75,581	54	42,978	72		
" " " " " " " "	1910	89	54	35,549	06	76,519	49	51,330	83		
" " " " " " " "	1911			76,719	09	78,583	80	45,362	81		
Cost of enlargement.....				5,289,142	41						
Total				*7,234,767	14	428,309	72	1,139,423	16	706,379	74

*Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
"	1869				
"	1870				
"	1871				
"	1872				
"	1873		835 53		
"	1874		38,388 99		
"	1875	63,659 29			
"	1876	76,842 44			
"	1877	56,081 87			
"	1878	5,933 53			
"	1879	20,694 19			
"	1880	16,688 20		202 50	259 31
"	1881	4,721 62		962 85	
"	1882	29,567 15		790 00	162 33
"	1883	14,249 60		695 00	288 99
"	1884	8,151 16		733 50	
"	1885	19,071 76		730 00	572 75
"	1886	26,385 27		730 00	2,396 14
"	1887	7,760 88		730 00	967 33
"	1888	7,573 99		739 50	730 60
"	1889	17,112 01		1,050 00	116 53
"	1890	2,818 35		747 83	
"	1891	2,183 15	9,122 05	745 25	199 91
"	1892		1,546 25	736 00	
"	1893		1,420 65	749 00	13 55
"	1894		2,540 14	730 00	494 43
"	1895		1,475 26	436 05	434 28
"	1896				
"	1897				
"	1898				100 00
"	1899				
"	1900	3,085 00			
"	1901	197 00			
"	1902		1,135 00		
"	1903				
"	1904		2,204 50		
"	1905		2,255 00		
"	1906				
"	1907				
"	1908				
"	1909				
"	1910				
"	1911				
Total.....		382,776 46	60,923 37	11,507 48	7,036 15

Included in total cost of Ottawa River Works, see page 17.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

	Year ended.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$	cts.	\$	\$	\$
Expenditure by Imperial Government.....		40,000	00			
Government expenditure prior to Confederation.....		2,547,532	85			
Government expenditure since Confederation.,.....	1868			1,852	13,742	10,431
" "	1869	2,000	00		14,209	12,085
Cost of original construction and enlargement from 1845 to 1848			2,589,532			
Expenditure by Dominion Government.....	1870				15,834	13,302
" "	1871			12,231	17,478	15,093
" "	1872	36,708	15		16,076	12,334
" "	1873	7,824	28	35,158	23,601	34,300
" "	1874	158,618	35		25,811	22,828
" "	1875	197,420	52		28,592	30,057
" "	1876	327,769	39		33,797	29,103
" "	1877	1,439,375	73		33,148	19,824
" "	1878	1,484,619	63		39,062	13,646
" "	1879	958,053	30		42,338	12,400
" "	1880	369,566	74		38,950	10,223
" "	1881	292,165	51		39,027	19,888
" "	1882	252,821	33	2,978	41,158	17,116
" "	1883	396,496	96	1,859	45,554	18,199
" "	1884	188,266	18		48,624	19,683
" "	1885	111,215	23		49,004	20,199
" "	1886	210,509	42		50,969	19,199
" "	1887	28,772	52	12,981	53,113	22,567
" "	1888	19,414	34	7,996	52,229	19,999
" "	1889	76,032	96	972	54,110	22,957
" "	1890	7,448	03	8,238	53,114	22,999
" "	1891	217	53	16,155	50,721	36,292
" "	1892	87,852	35	27,480	52,729	67,499
" "	1893	445,983	21	50,937	53,185	51,616
" "	1894	64,345	14	17,152	60,174	40,939
" "	1895	189,944	36	32,405	56,337	25,891
" "	1896	184,998	25	8,193	58,342	21,950
" "	1897	282,052	48	14,664	57,533	25,820
" "	1898	216,717	44	819	57,282	33,391
" "	1899	162,351	83	3,103	55,990	35,776
" "	1900	125,009	41	12,210	56,791	31,988
" "	1901	97,305	52	12,072	58,364	50,005
" "	1902	113,328	26	36,249	59,435	45,853
" "	1903	58,426	92	109,893	69,762	53,054
" "	1904	181,487	06	162,705	77,233	50,660
" "	1905	112,460	47	144,996	86,209	65,202
" "	1906	103,798	28	133,518	84,708	60,064
" "	1907	18,840	85	65,872	53,308	47,465
" "	1908	203,307	25	92,362	74,222	70,427
" "	1909	359,041	77	143,526	72,049	82,081
" "	1910	215,611	98	70,000	77,701	75,247
" "	1911	253,098	27	73,260	72,285	91,941
Cost of enlargement.....			10,039,277			
Total.....			12,628,810	1,311,850	2,173,921	1,504,618

Total expenditure on capital account as above.....	\$12,628,810 05
Less charged to St. Lawrence River and Canals, see page 22.	\$2,950,104 15
Less expenditure by Imperial Government.....	40,000 00

Less expenditure by Imperial Government.....	40,000 00	
	<u> </u>	2,990,104 15

Agreeing with Public Accounts balance sheet, 1911 page 4.....	\$ 9,638,705 90
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DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*
LAKE ST. FRANCIS.

					Year ending.	Capital.		Renewals. Chargeable to Income.	
						\$	cts.	\$	cts.
Government expenditure since Confederation.....					1868				
"	"	"	"		1869				
"	"	"	"		1870				
"	"	"	"		1871				
"	"	"	"		1872				
"	"	"	"		1873				
"	"	"	"		1874				
"	"	"	"		1875				
"	"	"	"		1876				
"	"	"	"		1877				
"	"	"	"		1878				
"	"	"	"		1879				
"	"	"	"		1880				
"	"	"	"		1881				
"	"	"	"		1882				
"	"	"	"		1883				
"	"	"	"		1884				
"	"	"	"		1885				
"	"	"	"		1886				
"	"	"	"		1887				
"	"	"	"		1888				
"	"	"	"		1889				
"	"	"	"		1890				
"	"	"	"		1891				
"	"	"	"		1892				
"	"	"	"		1893				
"	"	"	"		1894				
"	"	"	"		1895				
"	"	"	"		1896				
"	"	"	"		1897				
"	"	"	"		1898	3,420	00		
"	"	"	"		1899	23,110	00	2,495	47
"	"	"	"		1900	15,431	46	12,283	39
"	"	"	"		1901	15,000	00	8,060	30
"	"	"	"		1902	13,945	25		
"	"	"	"		1903	5,000	00		
"	"	"	"		1904			2,199	52
"	"	"	"		1905	†			
"	"	"	"		1906	†			
"	"	"	"		1907	†			
"	"	"	"		1908	†			
"	"	"	"		1909	†			
"	"	"	"		1910	†			
"	"	"	"		1911	†			
Total.....						*75,906	71	25,043	68

* Included in total cost of St. Lawrence River and Canals, see page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July, 23 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

					Year ending.	Chargeable to Capital.	Chargeable to Revenue.		
						\$	cts.	\$	cts.
Government expenditure prior to Confederation.....					1868				
"	"	since	"		1869				
"	"	"	"		1870				
"	"	"	"		1871				
"	"	"	"		1872				
"	"	"	"		1873				
"	"	"	"		1874				
"	"	"	"		1875				
"	"	"	"		1876				
"	"	"	"		1877				
"	"	"	"		1878				
"	"	"	"		1879				
"	"	"	"		1880				
"	"	"	"		1881				
"	"	"	"		1882				
"	"	"	"		1883				
"	"	"	"		1884				
"	"	"	"		1885				
"	"	"	"		1886				
"	"	"	"		1887				
"	"	"	"		1888				
"	"	"	"		1889				
"	"	"	"		1890				
"	"	"	"		1891				
"	"	"	"		1892				
"	"	"	"		1893				
"	"	"	"		1894				
"	"	"	"		1895	4,753	14		
"	"	"	"		1896	49,909	31		
"	"	"	"		1897	73,300	41		
"	"	"	"		1898	64,495	83		
"	"	"	"		1899	57,607	79		
"	"	"	"		1900	11,765	70		
"	"	"	"		1901	12,918	31		
"	"	"	"		1902	6,000	00		
"	"	"	"		1903	9,508	72		
"	"	"	"		1904	7,916	90		
"	"	"	"		1905	+			
"	"	"	"		1906	+			
"	"	"	"		1907	+			
"	"	"	"		1908	+			
"	"	"	"		1909	+			
"	"	"	"		1910	+			
"	"	"	"		1911	+			
Total.						*298,176 11			

* Included in total cost of St. Lawrence River and Canals, see page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to confederation					
" since "	1868		400 00		
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882	7,135 63			
" " "	1883	84,071 68			
" " "	1884	118,187 43			
" " "	1885	148,902 66			
" " "	1886	179,704 52			
" " "	1887	142,563 66			
" " "	1888	146,754 37			
" " "	1889	215 326 46			
" " "	1890	106,760 35		494 31	
" " "	1891	61,260 49		5,137 03	173 53
" " "	1892	5,964 22		5,803 48	3,505 15
" " "	1893	30,838 79		5,499 62	5,341 34
" " "	1894			5,667 52	5,295 57
" " "	1895			5,354 97	5,063 49
" " "	1896			5,409 10	5,410 33
" " "	1897			5,526 87	3,966 41
" " "	1898			5,799 94	4,710 23
" " "	1899			5,073 70	3,533 68
" " "	1900			5,613 83	2,777 60
" " "	1901			5,175 74	1,138 15
" " "	19 2			5,254 51	6,377 19
" " "	1903	500 60		5,757 00	4,627 70
" " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " "	1905	100 00	740 45	5,346 62	4,452 68
" " "	1906		293 75	5,183 61	2,840 91
" " "	1907		10,423 00	2,788 14	1,710 55
" " "	1908		37,334 70	4,244 42	2,953 23
" " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " "	1910			4,378 74	2,674 57
" " "	1911			3,942 94	2,075 26
Total.		*1,248,946 71	71,963 64	117,463 61	78,078 33

* Agreeing with Public Accounts Balance Sheet, 1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 21.....	\$ 1,170,215 63	
Carillon and Grenville Canal, page 9.....	4,182,092 96	
Culbute Canal, page 12	382,776 46	
Rideau Canal, page 18.....	\$ 4,085,889 21	
Less expenditure by Imperial Government.....	3,911,701 47	
		174,187 74
Total Ottawa River Works (Capital).....	\$ 5,909,272 79	
Add expenditure on slides and booms prior to Confederation.....	\$ 719,247 13	
" " since " "	7,243 60	
" on Chats Canals prior to Confederation.....	482,950 81	
" in 1881, charged to Miscellaneous, see page 229, part ii,		
Public Accounts.....	1,136 84	
Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881	233,555 85	
		1,444,134 23
		\$ 7,353,407 02
Less expenditure prior to Confederation, transferred to Income Account.\$	320,618 28	
" in 1872, on Carillon and Grenville Canal, as shown in		
Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	
		485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1911, page 4..	\$ 6,867,531 46	

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts	\$ cts	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confed'n..		153,062 60			
" since " ..	1868	166 50	7,298 12	18,397 28	16,475 21
" " ..	1869			19,250 71	13,140 77
" " ..	1870		13 16	20,022 37	19,469 33
" " ..	1871		11,732 98	22,814 58	18,120 52
" " ..	1872		4,967 50	22,139 48	14,005 32
" " ..	1873		18,070 97	22,841 51	26,074 49
" " ..	1874		5,793 16	26,815 44	22,957 40
" " ..	1875	9,310 85		26,553 37	19,699 81
" " ..	1876	2,163 96		26,430 77	14,428 25
" " ..	1877	214 11		25,959 56	14,198 18
" " ..	1878			26,651 51	11,034 22
" " ..	1879	7,703 88		26,042 52	7,134 55
" " ..	1880			26,463 88	11,434 05
" " ..	1881		133 50	26,024 71	8,627 00
" " ..	1882			26,915 29	13,860 28
" " ..	1883		70 65	27 322 81	23,524 84
" " ..	1884		4,597 50	26,938 95	19,245 02
" " ..	1885		2,098 76	26,971 32	18,189 55
" " ..	1886		550 00	27,045 95	35,648 04
" " ..	1887		20,823 96	29,440 46	18,565 34
" " ..	1888		18,889 48	33,458 83	25,478 87
" " ..	1889		6,665 22	33,801 77	18,106 36
" " ..	1890		21,124 10	34,270 57	18,025 21
" " ..	1891		20,967 25	34,641 98	21,537 56
" " ..	1892		31,363 23	35,500 82	21,507 16
" " ..	1893		24,274 71	35,022 49	18,789 50
" " ..	1894		14,485 11	34,943 35	16,939 47
" " ..	1895		31,559 48	33,827 08	19,897 32
" " ..	1896		21,452 29	34,052 77	30,196 38
" " ..	1897		19,079 11	31,461 55	29,535 94
" " ..	1898		13,608 39	30,759 05	26,599 93
" " ..	1899		700 29	30,751 20	28,199 49
" " ..	1900		11,780 41	30,623 27	30,237 09
" " ..	1901			31,334 40	33,791 17
" " ..	1902		8,894 40	32,193 66	33,959 86
" " ..	1903		16,235 13	34,595 31	36,424 23
" " ..	1904		13,525 04	39,127 96	38,496 78
" " ..	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " ..	1906		5,272 90	41,819 77	54,495 63
" " ..	1907		14,322 03	30,667 34	44,627 82
" " ..	1908		42,903 03	44,875 16	55,090 45
" " ..	1909		19,989 52	44,911 60	53,880 51
" " ..	1910		9,225 73	48,324 13	95,188 97
" " ..	1911		6,188 71	47,165 63	79,352 59
Total.....		*4,085,889 21	463,169 17	1,370,010 97	1,225,981 01

* Included in total cost of Ottawa River Works. See page 17.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....
" " " "	1872	.....	949 35	.....	.....
" " " "	1873	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....
" " " "	1888	8,145 06	.....	.....	.....
" " " "	1889	34,018 95	.....	.....	.....
" " " "	1890	176,568 55	.....	.....	.....
" " " "	1891	325,336 33	.....	.....	.....
" " " "	1892	341,474 31	.....	.....	.....
" " " "	1893	589,801 25	.....	.....	.....
" " " "	1894	1,316,529 29	.....	.....	.....
" " " "	1895	466,151 50	.....	3,432 73	.....
" " " "	1896	189,986 59	.....	16,074 70	2,650 17
" " " "	1897	209,561 82	.....	15,381 59	7,671 79
" " " "	1898	21,004 56	.....	14,389 92	8,172 09
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,839 71
" " " "	1903	65,933 43	.....	16,077 22	10,855 70
" " " "	1904	32,029 54	.....	14,653 35	9,491 44
" " " "	1905	110,181 69	.....	15,681 55	14,776 33
" " " "	1906	120,000 00	.....	15,878 11	20,086 15
" " " "	1907	95,504 63	.....	12,290 94	11,520 53
" " " "	1908	140,433 22	.....	20,345 38	23,206 00
" " " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " " "	1910	46,809 13	147,147 52	18,976 64	20,300 77
" " " "	1911	54,797 37	77,066 45	24,951 49	19,355 74
Total		*4 923,329 97	236,664 99	260,758 78	210,062 16

* Agreeing with Public Accounts, 1911, page 4.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

SOULANGES CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868				
"	since	"	..	1869				
"	"	"	..	1870				
"	"	"	..	1871				
"	"	"	..	1872				
"	"	"	..	1873				
"	"	"	..	1874				
"	"	"	..	1875				
"	"	"	..	1876				
"	"	"	..	1877				
"	"	"	..	1878				
"	"	"	..	1879				
"	"	"	..	1880				
"	"	"	..	1881				
"	"	"	..	1882				
"	"	"	..	1883				
"	"	"	..	1884				
"	"	"	..	1885				
"	"	"	..	1886				
"	"	"	..	1887				
"	"	"	..	1888				
"	"	"	..	1889				
"	"	"	..	1890				
"	"	"	..	1891				
"	"	"	..	1892	54,235 76			
"	"	"	..	1893	210,336 24			
"	"	"	..	1894	723,380 95			
"	"	"	..	1895	752,016 53			
"	"	"	..	1896	535,939 07			
"	"	"	..	1897	363,126 06			
"	"	"	..	1898	1,016,401 00			
"	"	"	..	1899	1,442,824 22			
"	"	"	..	1900	693,806 24		6,711 84	5,000 00
"	"	"	..	1901	462,626 36	115 00	25,154 78	5,888 77
"	"	"	..	1902	235,021 79		22,672 50	2,267 13
"	"	"	..	1903	248,929 10		31,987 06	10,362 23
"	"	"	..	1904	113,328 45	15,608 69	25,235 25	39,382 01
"	"	"	..	1905	34,202 71	30,406 25	25,432 49	21,174 84
"	"	"	..	1906	5,000 22	16,033 79	24,817 37	17,096 33
"	"	"	..	1907	13,508 88	3,216 29	19,964 04	15,604 71
"	"	"	..	1908	50,634 01	4,245 18	28,988 36	35,687 11
"	"	"	..	1909	17,795 79	12,363 78	32,324 20	34,802 37
"	"	"	..	1910	153,022 23	2,299 93	32,851 09	46,287 16
"	"	"	..	1911	102,699 69	3,999 58	32,283 03	37,532 93
Total.....					*7,228,835 30	88,288 49	308,422 61	271,055 59

* Included in total cost of St. Lawrence River and Canals, see page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. *(Continued)*

STE. ANNE'S LOCK AND CANAL.

				Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					134,456 51			
"	since	"	"	1868			778 16	432 47
"	"	"	"	1869			1,062 96	1,873 51
"	"	"	"	1870			1,136 54	1,280 36
"	"	"	"	1871			1,285 84	1,539 02
"	"	"	"	1872		1,939 46	1,166 80	1,393 63
"	"	"	"	1873		540 11	2,199 64	1,264 40
"	"	"	"	1874	12,753 27		2,614 90	7,208 63
"	"	"	"	1875	32,627 71		1,859 20	1,506 68
"	"	"	"	1876	24,935 85		1,952 14	4,033 72
"	"	"	"	1877	30,003 08		1,982 65	1,756 93
"	"	"	"	1878	14,618 85		2,057 32	541 95
"	"	"	"	1879	22,113 02		2,202 03	3,259 70
"	"	"	"	1880	3,054 68		2,152 57	1,704 71
"	"	"	"	1881	69,042 76		2,553 02	3,257 92
"	"	"	"	1882	193,158 36		2,611 30	2,313 99
"	"	"	"	1883	172,959 95		2,569 86	3,448 83
"	"	"	"	1884	142,006 25		2,775 32	2,725 49
"	"	"	"	1885	93,679 57		2,618 60	4,042 04
"	"	"	"	1886	129,681 67		2,611 90	5,803 01
"	"	"	"	1887	45,276 08	6,054 10	2,537 41	1,499 96
"	"	"	"	1888	18,910 55	1,372 59	2,505 61	1,380 75
"	"	"	"	1889	24,786 33		2,569 22	1,730 79
"	"	"	"	1890	6,151 14		2,571 04	1,525 51
"	"	"	"	1891		8,173 69	2,505 69	1,503 56
"	"	"	"	1892		25,471 61	2,571 28	1,666 21
"	"	"	"	1893		6,521 88	2,581 08	2,800 63
"	"	"	"	1894		3,497 56	2,640 00	2,799 63
"	"	"	"	1895		3,694 33	2,508 14	3,025 91
"	"	"	"	1896			2,495 54	4,993 89
"	"	"	"	1897			2,357 51	1,688 12
"	"	"	"	1898			1,904 10	1,699 44
"	"	"	"	1899			1,920 12	1,997 96
"	"	"	"	1900			1,840 51	2,679 21
"	"	"	"	1901			1,895 89	3,999 02
"	"	"	"	1902			1,994 52	3,015 97
"	"	"	"	1903		1,984 39	2,072 17	4,684 42
"	"	"	"	1904			2,292 94	2,244 13
"	"	"	"	1905			2,151 01	6,091 44
"	"	"	"	1906			2,259 16	2,294 86
"	"	"	"	1907		2,449 96	1,595 62	901 47
"	"	"	"	1908		2,501 42	2,248 29	1,693 63
"	"	"	"	1909		199 67	2,292 19	4,290 57
"	"	"	"	1910		2,539 76	2,267 60	2,446 28
"	"	"	"	1911		2,880 93	2,315 34	2,628 91
Total.....					*1,170,215 63	69,621 46	95,022 73	117,698 66

* Included in total cost of Ottawa River Works, see page 17.

Original Construction	\$ 134,456 51
Enlargement, including new lock.....	1,035,759 12
	<u>\$ 1,170,215 63</u>

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation...					18,442 85	98,378 46
Government expenditure since Confederation.....	1868					
"	1869					
"	1870					
"	1871					
"	1872					
"	1873				33,241 69	
"	1874				26,541 30	
"	1875				20,611 36	
"	1876				50,215 47	
"	1877				47,377 31	
"	1878				5,570 46	
"	1879				9,265 77	
"	1880				9,214 56	
"	1881				6,927 96	
"	1882		6,933 45	22,000 00	28,933 45	
"	1883		3,574 31	41,300 00	44,874 31	
"	1884		15,546 03	74,300 00	89,846 03	
"	1885		13,710 17	101,400 00	115,110 17	
"	1886		16,251 73	99,800 00	116,051 73	
"	1887		20,037 31	54,400 00	74,437 31	
"	1888		16,082 85	40,400 00	56,482 85	
"	1889		1,293 92	17,200 00	18,493 92	
"	1890		18,279 91	5,700 00	23,979 91	
"	1891		35,137 25		35,137 25	
"	1892		59,779 31		59,779 31	
"	1893		52,643 39		52,643 39	
"	1894		13,721 66		13,721 66	
"	1895		1,223 72	181,552 03	182,775 75	
"	1896		7,457 05		7,457 05	
"	1897		12,347 31		12,347 31	
"	1898	171,336 65	7,491 11	32,710 00	211,537 76	
"	1899	461,979 50	9,366 47	42,430 00	513,775 97	
"	1900	225,000 00	72,484 41	50,000 00	347,484 41	
"	1901	184,790 34	19,389 75	91,211 97	295,392 06	
"	1902	125,000 00	29,268 64	24,037 85	178,306 49	
"	1903	126,833 94	16,432 28	25,000 00	168,266 22	
"	1904	68,595 42	9,631 66	6,450 00	84,680 08	
"	1905	93,025 89	25,743 51	49,734 70	168,504 10	
"	1906	83,028 98		26,506 26	109,535 24	
"	1907	61,528 34		13,350 00	74,878 34	
"	1908	40,500 00		12,976 77	53,476 77	
"	1909	42,770 45		25,378 21	68,148 66	
"	1910	34,389 32		2,057 86	36,447 18	13,694 97
"	1911					16,224 68
Total.....		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

* In this total is included an expenditure on capital account of \$227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above.....	\$ 3,469,913 41
Beauharnois Canal, see page 8	1,636,690 26
Cornwall Canal " 11	7,234,767 14
Williamsburg Canal " 28 and 29.....	10,485,611 69
Lake St. Louis " 22	298,176 11
Soulanges Canal " 20	7,228,835 30
Lachine Canal, from prior to Confederation to June 30, 1875, see page 13....	2,950,104 15
Lake St. Francis, see page 14.....	75,906 71

Agreeing with Public Accounts balance, 1911, page 4.....\$ 33,380,004 77

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		121,537 65			
" since	1868			1,532 75	753 74
"	1869			1,755 15	1,399 18
"	1870			1,458 09	1,006 22
"	1871			1,414 48	1,210 98
"	1872			1,565 80	1 263 19
"	1873			2,076 50	1,575 10
"	1874			2,219 13	2,363 42
"	1875			1,362 22	1,245 69
"	1876			1,403 92	1,601 71
"	1877			1,533 40	750 80
"	1878			1,556 65	283 77
"	1879			1,581 55	456 07
"	1880			1,614 01	705 54
"	1881			1,741 97	1,299 77
"	1882			2,002 71	1,902 41
"	1883		17,230 32	2,361 65	2,188 08
"	1884		5,279 87	2,315 37	1,494 99
"	1885		4,700 64	2,271 57	3,652 63
"	1886			2,311 70	4,143 47
"	1887			2,175 37	5,864 78
"	1888			2,216 04	2,801 17
"	1889		17,964 45	2,421 14	2,002 63
"	1890		24,571 96	2,138 40	1,935 44
"	1891		21,696 74	2,011 08	4,460 16
"	1892		3,585 34	2,168 44	1,944 33
"	1893			2,136 66	1,994 34
"	1894			2,216 68	924 55
"	1895			2,161 63	915 50
"	1896			2,094 91	1,678 49
"	1897			2,135 60	707 06
"	1898			2,049 67	692 04
"	1899			2,244 12	1,494 93
"	1900		1,596 88	2,181 43	2,681 10
"	1901		3,610 06	2,128 25	1,681 44
"	1902		15,549 27	2,262 39	984 36
"	1903		9,314 89	2,288 63	1,671 83
"	1904		7,984 41	2,334 67	1,690 61
"	1905		14,900 90	2,479 66	1,716 35
"	1906		7,307 39	2,582 95	3,872 75
"	1907		4,200 00	2,064 62	1,142 79
"	1908		3,338 79	2,894 76	2,121 43
"	1909			2,994 78	3,693 19
"	1910		1,925 08	4,137 64	1,742 66
"	1911		1,200 23	3,527 69	2,353 81
Total ..		*121,537 65	165,987 22	94,125 83	82,074 50

* Included in the total cost of Chambly Canal and Richelieu River, see page 10.

W. C. LITTLE,
AccountantDEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amount expended on Construction, Renewals, &c -- *Continued.*

ST. PETER'S CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					156,523 32			
"	since	"	"	1868	21,519 72			
"	"	"	"	1869	70,719 80			
"	"	"	"	1870		46,193 57		
"	"	"	"	1871			225 36	555 78
"	"	"	"	1872			280 00	6,122 07
"	"	"	"	1873			343 32	6,539 58
"	"	"	"	1874			725 93	1,558 57
"	"	"	"	1875	20 97		560 00	882 35
"	"	"	"	1876	11,125 00		641 55	
"	"	"	"	1877	63,330 18		600 00	17 45
"	"	"	"	1878	26,511 51		600 00	
"	"	"	"	1879	107,337 75		631 50	
"	"	"	"	1880	80,120 54		400 00	
"	"	"	"	1881	69,434 76		959 58	
"	"	"	"	1882	484 00		1,920 54	200 65
"	"	"	"	1883			2,089 19	232 42
"	"	"	"	1884	2,471 40		2,601 47	367 85
"	"	"	"	1885	16,820 15		1,929 11	183 11
"	"	"	"	1886	2,316 85		2,360 67	297 81
"	"	"	"	1887	1,087 75	750 00	2,777 13	343 23
"	"	"	"	1888			3,217 77	1,588 40
"	"	"	"	1889		500 00	3,085 29	353 38
"	"	"	"	1890			3,110 15	255 34
"	"	"	"	1891	972 65	510 53	3,255 30	312 02
"	"	"	"	1892	14,387 00	30,936 82	3,007 70	1,461 24
"	"	"	"	1893	811 59	9,987 78	2,938 15	1,856 30
"	"	"	"	1894	437 05	3,852 21	2,935 94	1,986 70
"	"	"	"	1895	868 44	26,222 46	2,499 81	853 55
"	"	"	"	1896	1,455 21	16,743 64	2,182 04	260 90
"	"	"	"	1897			2,728 38	1 20
"	"	"	"	1898		111 70	2,785 25	453 85
"	"	"	"	1899			2,819 86	456 61
"	"	"	"	1900			2,833 24	1,483 30
"	"	"	"	1901		2,311 26	2,730 44	841 63
"	"	"	"	1902		10,014 43	2,939 81	274 44
"	"	"	"	1903			2,836 49	764 11
"	"	"	"	1904			3,126 94	122 45
"	"	"	"	1905		3,000 10	2,969 90	1,095 90
"	"	"	"	1906			3,239 19	253 65
"	"	"	"	1907			2,468 78	246 87
"	"	"	"	1908			3,371 13	942 64
"	"	"	"	1909			3,282 22	532 78
"	"	"	"	1910			3,449 43	238 14
"	"	"	"	1911			4,180 96	473 44
Less—Refunds in 1897-8.					648,755 64			
					208 50			
Total					*648,547 14	151,134 50	91,639 52	33,916 69

* Expenditure as above... .. \$ 648,547 14
Less expenditure prior to Confederation. 156,523 32
Agreeing with Public Accounts, 1911, page 4. \$ 492,023 82

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

				Non- con- sisting	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.			1868					
"	"	"	1869					
"	"	"	1870					
"	"	"	1871					
"	"	"	1872					
"	"	"	1873					
"	"	"	1874					
"	"	"	1875					
"	"	"	1876					
"	"	"	1877					
"	"	"	1878					
"	"	"	1879					
"	"	"	1880					
"	"	"	1881					
"	"	"	1882			748 65		
"	"	"	1883		4,831 80			
"	"	"	1884		50,878 12			
"	"	"	1885		92,473 97			
"	"	"	1886		65,561 51			
"	"	"	1887		49,617 92			
"	"	"	1888		54,166 57			
"	"	"	1889		89,486 18			
"	"	"	1890		22,226 23		*	*
"	"	"	1891		17,114 78		*	*
"	"	"	1892		29,771 65		*	*
"	"	"	1893				*	*
"	"	"	1894				*	*
"	"	"	1895				*	*
"	"	"	1896				*	*
"	"	"	1897		10,720 50		*	*
"	"	"	1898				*	*
"	"	"	1899				*	*
"	"	"	1900		2,750 00		*	*
"	"	"	1901				*	*
"	"	"	1902				*	*
"	"	"	1903				*	*
"	"	"	1904				*	*
"	"	"	1905				*	*
"	"	"	1906				*	*
"	"	"	1907				*	*
"	"	"	1908				*	*
"	"	"	1909				*	*
"	"	"	1910				*	*
"	"	"	1911				*	*
Total.					+489,599 23	748 65	*	*

* Included in Rideau Canal since 1890.

† Agreeing with Public Accounts 1911, page 4.

W. C. LITTLE.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		309,371 31			
" since "	1868				
" "	1869				
" "	1870				
" "	1871				
" "	1872				
" "	1873				
" "	1874				
" "	1875				
" "	1876				
" "	1877				
" "	1878				
" "	1879				
" "	1880	561 50		1,188 92	3,568 89
" "	1881			2,489 93	2,233 50
" "	1882		5,836 51	2,011 92	8,115 50
" "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" "	1885	121,382 84		3,303 87	4,653 50
" "	1886	75,103 30		1,639 75	5,917 88
" "	1887	179,541 63		1,938 08	6,008 88
" "	1888	114,879 35		1,770 29	5,151 42
" "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" "	1890	58,644 50	11,522 65	3,450 99	730 55
" "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" "	1896	392,976 08	6,185 75	4,349 34	3,329 97
" "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" "	1898	351,273 31	8,991 54	5,034 60	4,998 80
" "	1899	166,611 49	6,179 79	5,048 72	6,454 49
" "	1900	334,583 01	8,043 39	5,131 52	9,989 26
" "	1901	284,503 89	10,494 82	5,254 51	13,075 89
" "	1902	449,075 45	26,165 93	5,575 52	14,984 88
" "	1903	523,950 74	18,548 58	6,993 25	10,791 15
" "	1904	489,038 44	21,228 55	7,237 05	21,179 12
" "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" "	1906	319,789 49	26,030 36	17,440 68	33,398 85
" "	1907	153,045 42	35,360 10	19,229 25	36,516 47
" "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" "	1909	1,099,836 38	89,517 65	32,028 57	44,849 83
" "	1910	1,090,000 00	59,483 51	36,800 42	54,206 13
" "	1911	1,682,449 32	78,914 08	38,019 33	49,178 54
Total		*9,555,950 41	657,790 90	282,695 37	427,579 91

Total expenditure on Capital Account as above. \$9,555,950 41
LESS—Expenditure prior to Confederation \$ 309,371 31
" Year 1880 561 50
309,932 81

Agreeing with Public Accounts Balance Sheet, 1911, page 4.. . . . \$9,246,017 60

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WELLAND CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....					222,220 00			
Government expenditure prior to confederation.....					7,416,019 83			
"	since	"	1868		12,097 84		37,679 05	38,852 96
"	"	"	1869		43,486 36		39,060 61	50,773 03
"	"	"	1870			22,173 72	40,340 45	65,009 19
"	"	"	1871			48,569 10	42,383 33	53,381 02
"	"	"	1872		53,680 32	6,022 44	37,085 37	50,276 90
"	"	"	1873		82,282 20	47,876 27	45,382 99	66,550 73
"	"	"	1874		746,420 61		50,966 48	103,666 99
"	"	"	1875		1,047,119 91		52,595 00	88,539 99
"	"	"	1876		1,569,478 19	700 00	57,623 31	81,376 12
"	"	"	1877		2,199,962 61		59,963 47	49,783 93
"	"	"	1878		2,138,392 99		60,138 59	66,393 53
"	"	"	1879		1,552,697 41		59,912 23	56,755 57
"	"	"	1880		1,252,924 75		63,198 10	76,535 25
"	"	"	1881		1,242,943 37	6,593 19	56,398 04	69,249 53
"	"	"	1882		603,402 17	13,664 80	74,641 51	84,374 97
"	"	"	1883		549,433 29	5,979 03	109,207 21	72,707 62
"	"	"	1884		432,336 21		113,276 87	90,926 97
"	"	"	1885		463,505 38	6,150 21	112,670 00	91,534 66
"	"	"	1886		215,380 75	1,359 00	111,660 22	69,507 48
"	"	"	1887		1,071,073 87	3,828 67	109,371 69	77,440 80
"	"	"	1888		429,720 94	10,740 86	110,806 01	86,518 97
"	"	"	1889		225,910 21	43,803 80	113,587 05	77,547 77
"	"	"	1890		117,633 22	51,648 28	109,202 02	72,686 19
"	"	"	1891		36,371 03	19,767 73	107,662 63	82,548 30
"	"	"	1892		29,541 21	9,008 80	104,673 73	73,771 87
"	"	"	1893		8,259 94	25,103 13	104,926 73	65,016 84
"	"	"	1894		1,571 78	13,430 20	102,018 80	53,053 71
"	"	"	1895		3,809 35	24,245 02	90,438 07	48,270 94
"	"	"	1896		1,677 67	18,768 99	87,988 11	62,542 64
"	"	"	1897		2,282 35	22,283 06	88,095 20	41,247 81
"	"	"	1898			34,803 25	84,806 54	59,571 66
"	"	"	1899			30,099 84	86,110 88	56,270 60
"	"	"	1900		18,167 29	37,164 84	84,888 36	59,507 64
"	"	"	1901		224,536 96	87,777 43	86,889 24	72,055 89
"	"	"	1902		303,997 81	78,905 37	88,048 95	69,279 90
"	"	"	1903		315,819 49	94,127 21	90,684 05	72,004 59
"	"	"	1904		555,751 00	31,140 58	91,115 35	85,717 88
"	"	"	1905		890,457 82	34,559 42	91,928 96	111,418 62
"	"	"	1906		715,198 24	28,799 66	107,932 96	78,704 93
"	"	"	1907		480,305 93	56,036 47	75,031 24	53,247 50
"	"	"	1908		806,760 46	138,430 19	108,101 56	78,460 40
"	"	"	1909		255,986 16	129,489 99	115,934 78	88,469 53
"	"	"	1910		168,247 17	75,233 28	136,783 47	77,723 23
"	"	"	1911		236,429 80	28,688 57	128,000 33	92,739 05
Total					28,743,292 99	1,286,972 40	3,729,239 54	3,121,953 70

* Total expenditure as above.....	\$ 28,743,292 99
Less expenditure by Imperial Government.....	222,220 00
Agreeing with Public Accounts Balance Sheet, 1911, page 4 ..	\$ 28,521,072 99
Original cost of construction, including first enlargement.	\$ 7,693,824 03
Enlargement, including new Welland Canal ..	21,049,468 96
Total expenditure as above.....	28,743,292 99

W. C. LITTLE,

Accountant.

2 GEORGE V., A. 1912

STATEMENT showing the amounts expended on Construction, Renewals, &c — *Continued.*

WILLIAMSBURG CANAL.

Year ending.	CAPITAL.					Renewals Chargeable to Income.	Staff.		Repairs.		
	Gallops.			Rapid Plat.	Total.		%	cts.	%	cts.	
	%	cts.	%		%						cts.

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"		1899	346,956 54	987,186 44	57,809 18	1,392,012 16	7,410 00	9,960 64	10,000 00
"		1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
"		1901	111,158 39	390,112 78	76,501 57	577,772 74		12,342 32	11,755 09
"		1902	42,209 89	421,945 81	137,818 22	601,973 92		14,403 28	13,673 26
"		1903	10,266 92	320,354 92	18,483 34	349,105 18		15,246 91	20,092 79
"		1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
"		1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 308,556 26}	5,573 69	23,399 45	21,492 46
"		1906		140,920 65		140,920 65	20,493 00	17,289 42	16,148 65
"		1907		43,782 52	764 91	46,537 43	18,405 65	13,953 58	8,501 57
"		1908		100,312 81		100,312 81	16,685 15	19,441 86	18,563 82
"		1909		11,987 59		11,987 59	3,744 50	22,638 02	23,454 80
"		1910						20,682 88	29,645 76
"		1911					2,622 39	21,893 61	21,681 75
Total			877,090 57	6,118,927 32	2,158,242 00	*10,485,611 69	114,371 93	462,246, 61	445,944 55

* Original construction	£ 1,320,655 54
Cost of enlargement	9,164,956 15

Total	\$10,485,611 69
Included in total cost of St. Lawrence River and Canals, see page 22.	

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
 ONAWA, July 23, 1911.

Accountant

2 GEORGE V., A. 1912

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
March 31, 1911.

Canal.	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	1,636,690 26	.....	1,636,690 26
Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Chambly.....	637,214 66	63,786 47	701,001 13
Cornwall.....	1,945,624 73	5,289,142 41	7,234,767 14
Culbute.....	382,776 46	.....	382,776 46
Lachine.....	2,589,532 85	10,039,277 20	12,628,810 05
Lake St. Francis.....	.....	75,906 71	75,906 71
Lake St. Louis.....	.....	298,176 11	298,176 11
Murray.....	1,248,946 71	.....	1,248,946 71
Rideau.....	4,085,889 21	.....	4,085,889 21
Sault Ste. Marie.....	4,923,329 97	.....	4,923,329 97
Soulanges.....	7,228,835 30	.....	7,228,835 30
Ste. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals.....	18,442 85	3,451,470 56	3,469,913 41
St. Ours.....	121,537 65	.....	121,537 65
St. Peter's.....	648,547 14	.....	648,547 14
Tay.....	489,599 23	.....	489,599 23
Trent.....	9,555,950 41	.....	9,555,950 41
Welland.....	7,693,824 03	21,049,468 96	28,743,292 99
Williamsburg.	(Farran's Point.....	877,090 57	10,485,611 69
	(Galops.....	6,118,927 32	
	(Rapide Plat.....	2,158,242 00	
	(Williamsburg.....	1,320,655 54	
Total ..	44,724,907 15	54,586,983 01	99,311,890 16

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1911.

	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, in- cluding Imperial Govern- ment expenditure.....		20,593,866 13	98,378 46	.....	.....	.....
Government expenditure since Confederation.....	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
"	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
"	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
"	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
"	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
"	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
"	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
"	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
"	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
"	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
"	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
"	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
"	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
"	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
"	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
"	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
"	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
"	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
"	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
"	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
"	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
"	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
"	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
"	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
"	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
"	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
"	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
"	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
"	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
"	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
"	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
"	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
"	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
"	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
"	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
"	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
"	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
"	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
"	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
"	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
"	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
"	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
"	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
Total		99,311,890 16	6,608,302 40	12,206,616 09	9,960,433 26	14,377,492 63

*This does not include expenditure which has been charged to Canals General but only the amount expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

Balance due April 1, 1910.	Accrued during the year ended March 31, 1911	Totals.	1910-1911.	Amount.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balance due March 31, 1911	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
62,715 23	47,844 56	110,559 79	Welland Canal	150 00	61,588 34	61,588 34	18,821 45	110,559 79
4,076 17	3,449 00	7,516 17	Williamstown Canal	31 66	3,306 34	3,306 34	4,178 17	7,516 17
7,925 37	7,695 50	15,530 87	Corwall Canal		12,472 75	12,472 75	3,058 12	15,530 87
6,967 84	14,887 54	21,855 38	Beauharnois Canal		14,826 04	14,798 04	7,057 34	21,855 38
33,596 61	91,265 70	124,862 31	Laachine Canal	1,158 62	81,134 47	81,134 47	12,569 25	124,862 31
877 84	139 00	1,016 84	Chambly Canal		131 00	131 00	885 84	1,016 84
4,928 45	4,220 00	9,148 45	Rideau Canal	31 50	3,414 25	3,414 25	5,702 70	9,148 45
106 45	8,225 35	8,331 80	Trent Canal	36 00	7,532 35	7,532 35	763 45	8,331 80
60 00	515 00	575 00	Sault Ste. Marie Canal		505 00	505 00	70 00	575 00
26,998 83	585 82	27,584 65	Carleton & Grenville Canal		39 00	39 00	27,545 65	27,584 65
	3,067 00	3,067 00	Soulanges Canal		3,067 00	3,067 00		3,067 00
14 00	69 00	83 00	Sundry Canals		74 00	74 00	9 00	83 00
148,266 82	181,861 47	330,131 29	Totals	1,407 78	188,099 54	188,092 54	140,660 97	330,131 29

W C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

RECAPITULATION STATEMENT OF EXPENDITURE BY CANALS TO
MARCH 31, 1911

Canal.	Capital.	Income.	Staff.	Repairs
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bay Verte.		41,387 53		
Beauharnois.	1,636,690 26	265,810 81	649,574 89	525,691 23
Carillon and Grenville.	4,182,092 96	340,192 61	658,269 25	488,759 01
Chambly.	701,001 13	696,772 38	772,294 50	713,573 40
Cornwall.	7,234,767 14	428,309 72	1,139,423 16	706,379 74
Culbute Lock.	382,776 46	60,923 37	11,507 48	7,036 15
Lachine	12,628,810 05	1,311,850 81	2,173,921 24	1,504,618 63
Lake St. Francis.	75,906 71	25,043 68		
Lake St. Louis.	298,176 11			
Murray	1,248,946 71	71,963 64	107,463 61	78,078 33
Rideau.	4,085,889 21	463,169 17	1,370,010 97	1,225,981 01
Sault Ste. Marie.	4,923,329 97	236,664 99	260,758 78	210,062 16
Soulanges.	7,228,835 30	88,288 49	308,422 61	271,085 59
Ste. Anne's Lock.	1,170,215 63	69,621 46	95,022 73	117,698 66
St. Lawrence River and Canals	3,469,913 41	128,298 11		
St. Ours' Lock.	121,537 65	165,987 22	94,125 83	82,074 50
St. Peter's.	648,547 14	151,134 50	91,639 52	33,916 69
Tay.	489,599 23	748 65		
Trent	9,555,950 41	657,790 90	282,695 37	427,579 91
Welland.	28,743,292 99	1,286,972 40	3,729,239 54	3,121,953 70
Williamsburg.	10,485,611 69	114,371 93	462,246 61	145,944 55
Totals.	\$99,311,890 16	\$6,608,302 40	\$12,206,616 09	9,960,433 26

Total expenditure on canals including miscellaneous canals expenditure, page 54, amounts to \$130,200,470 92.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

2 GEORGE V., A. 1912

ANNAPOLIS AND DIGBY RAILWAY.

				Year.	Capital.	Income Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.						
"	since	"		1868		
"	"	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888		
"	"	"		1889	9,847 27	
"	"	"		1890	381,942 75	
"	"	"		1891	196,869 36	
"	"	"		1892	26,129 89	
"	"	"		1893	2,190 62	
"	"	"		1894	1,675 36	
"	"	"		1895	570 55	
"	"	"		1896		
"	"	"		1897	41,457 29	
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		8,381 82
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
"	"	"		1908		
"	"	"		1909		
"	"	"		1910		
"	"	"		1911		
Total					*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

CANADA EASTERN RAILWAY.

				Year.	Construction.
					\$ cts.
Government expenditure prior to confederation.					
"	since	"		1868	
"	"	"		1869	
"	"	"		1870	
"	"	"		1871	
"	"	"		1872	
"	"	"		1873	
"	"	"		1874	
"	"	"		1875	
"	"	"		1876	
"	"	"		1877	
"	"	"		1878	
"	"	"		1879	
"	"	"		1880	
"	"	"		1881	
"	"	"		1882	
"	"	"		1883	
"	"	"		1884	
"	"	"		1885	
"	"	"		1886	
"	"	"		1887	
"	"	"		1888	
"	"	"		1889	
"	"	"		1890	
"	"	"		1891	
"	"	"		1892	
"	"	"		1893	
"	"	"		1894	
"	"	"		1895	
"	"	"		1896	
"	"	"		1897	
"	"	"		1898	
"	"	"		1899	
"	"	"		1900	
"	"	"		1901	
"	"	"		1902	
"	"	"		1903	
"	"	"		1904	
"	"	"		1905	800,000 00
"	"	"		1906	
"	"	"		1907	
"	"	"		1908	19,000 00
"	"	"		1909	
"	"	"		1910	
"	"	"		1911	
Total..					* 819,000 00

*Included in total cost of Intercolonial Railway system, page 45

W. C. LITTLE,

Accountant

DEPAREMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

CANADIAN PACIFIC RAILWAY.

				Construction, including subsidy of \$25,000,000.	Working Expenses	Revenue received.
				Year.		
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.						
	since			1868		
	"	"		1869		
	"	"		1870		
	"	"		1871	30,148 32	
	"	"		1872	489,428 16	
	"	"		1873	561,818 44	
	"	"		1874	310,224 88	
	"	"		1875	1,546,241 67	
	"	"		1876	3,346,567 06	
	"	"		1877	1,691,149 97	
	"	"		1878	2,228,373 13	
	"	"		1879	2,240,285 47	
	"	"		1880	4,044,522 72	78,892 01 104,975 69
	"	"		1881	4,968,503 93	236,944 98 291,498 06
	"	"		1882	(1) 4,589,075 79	1,786 20
	"	"		1883	(2) 10,033,800 04	266 09
	"	"		1884	(3) 11,192,722 02	327 02
	"	"		1885	(4) 9,900,281 53	
	"	"		1886	(5) 3,672,584 81	
	"	"		1887	(6) 915,057 49	
	"	"		1888	52,098 65	
	"	"		1889	86,716 07	
	"	"		1890	40,980 54	
	"	"		1891	37,367 00	
	"	"		1892	66,211 39	
	"	"		1893	413,836 49	
	"	"		1894	146,539 87	
	"	"		1895	49,209 77	
	"	"		1896	65,669 49	
	"	"		1897	14,054 50	
	"	"		1898	692 17	
	"	"		1899	8,418 53	
	"	"		1900	236 11	
	"	"		1901	8,978 87	
	"	"		1902	448 70	
	"	"		1903		
	"	"		1904	33,076 39	
	"	"		1905		
	"	"		1906		
	"	"		1907		
	"	"		1908	660 00	
	"	"		1909	937 77	
	"	"		1910		
	"	"		1911	2,918 35	
Total.....					*62,789,776 09	318,216 30 396,473 75

Agrees with Public Accounts Balance Sheet, 1910-1911, page 8.

(1) Including..	\$ 2,210,000 00	on account subsidy.
(2) "	5,323,076 60	"
(3) "	7,254,208 27	"
(4) "	6,862,201 00	"
(5) "	2,890,427 00	"
(6) "	460,087 13	"

†\$25,000,000 00

† See also statement page 56 and following for the expenditure.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation						
"	since	"		1868		
"	"	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887	76,501 89	
"	"	"		1888	689,450 50	
"	"	"		1889	1,083,276 60	
"	"	"		1890	1,170,523 62	
"	"	"		1891	521,441 62	
"	"	"		1892	99,936 96	
"	"	"		1893	59,982 74	
"	"	"		1894	158,770 61	
"	"	"		1895		
"	"	"		1896	*	
"	"	"		1897	405 00	
"	"	"		1898	389 60	
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
"	"	"		1908		
"	"	"		1909		
"	"	"		1910		
"	"	"		1911		
Total.....					\$3,860,679 14	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
‡Included in total cost of Intercolonial Railway system, see page 45

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

CARLETON BRANCH RAILWAY.

				Years.	Capital.	Working Expenses.	Revenue Received.
					\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation							
"	since	"		1868			
"		"		1869			
"		"		1870			
"		"		1871			
"		"		1872			
"		"		1873			
"		"		1874			
"		"		1875			
"		"		1876			
"		"		1877			
"		"		1878			
"		"		1879			
"		"		1880			
"		"		1881			
"		"		1882			
"		"		1883			
"		"		1884			
"		"		1885			
"		"		1886	85,610 69		
"		"		1887	2,299 62		
"		"		1888	500 17		
"		"		1889			
"		"		1890			
"		"		1891			
"		"		1892			
"		"		1893			
"		"		1894			
"		"		1895			
"		"		1896			
"		"		1897			
"		"		1898			
"		"		1899			
"		"		1900			
"		"		1901			
"		"		1902			
"		"		1903			
"		"		1904			
"		"		1905			
"		"		1906			
"		"		1907			
"		"		1908			
"		"		1909			
"		"		1910			
"		"		1911			
Total.					88,410 48		
Less amount received from city of St. John N.B.					40,000 00		
					48,410 48		

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John N. B. for the sum of \$40,000, which sum was paid, in March, 1893, to the Receiver General.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

DRUMMOND COUNTY RAILWAY.

	Year	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
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" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total.....		*1464,000 00	

* Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

EASTERN EXTENSION RAILWAY.

				Year.	Capital.	Working Expenses.	Revenue Received.
					\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation							
	since	"	"	1868			
"	"	"	"	1869			
"	"	"	"	1870			
"	"	"	"	1871			
"	"	"	"	1872			
"	"	"	"	1873			
"	"	"	"	1874			
"	"	"	"	1875			
"	"	"	"	1876			
"	"	"	"	1877			
"	"	"	"	1878			
"	"	"	"	1879			
"	"	"	"	1880			
"	"	"	"	1881			
"	"	"	"	1882			
"	"	"	"	1883			
"	"	"	"	1884	1,284,311 97	10,033 77	30,767 66
"	"	"	"	1885	2,055 92	78,273 65	73,050 01
"	"	"	"	1886	183 79	94,756 06	66,893 11
"	"	"	"	1887		94,254 04	64,107 10
"	"	"	"	1888		90,954 73	70,552 20
"	"	"	"	1889	34,235 73	90,719 04	72,436 65
"	"	"	"	1890		79,102 77	84,658 95
"	"	"	"	1891	3,255 40		†
"	"	"	"	1892			†
"	"	"	"	1893			†
"	"	"	"	1894			†
"	"	"	"	1895			†
"	"	"	"	1896			†
"	"	"	"	1897			†
"	"	"	"	1898		*	†
"	"	"	"	1899			†
"	"	"	"	1900			†
"	"	"	"	1901			†
"	"	"	"	1902			†
"	"	"	"	1903			†
"	"	"	"	1904			†
"	"	"	"	1905			†
"	"	"	"	1906			†
"	"	"	"	1907		*	†
"	"	"	"	1908		*	†
"	"	"	"	1909		*	†
"	"	"	"	1910		*	†
"	"	"	"	1911		*	†
Total					‡ 1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.
‡Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

HUDSON BAY RAILWAY.

				Year	Capital
					Expenditure
Government expenditure prior to Confederation					
"	since	"	"	1868	
"	"	"	"	1869	
"	"	"	"	1870	
"	"	"	"	1871	
"	"	"	"	1872	
"	"	"	"	1873	
"	"	"	"	1874	
"	"	"	"	1875	
"	"	"	"	1876	
"	"	"	"	1877	
"	"	"	"	1878	
"	"	"	"	1879	
"	"	"	"	1880	
"	"	"	"	1881	
"	"	"	"	1882	
"	"	"	"	1883	
"	"	"	"	1884	
"	"	"	"	1885	
"	"	"	"	1886	
"	"	"	"	1887	
"	"	"	"	1888	
"	"	"	"	1889	
"	"	"	"	1890	
"	"	"	"	1891	
"	"	"	"	1892	
"	"	"	"	1893	
"	"	"	"	1894	
"	"	"	"	1895	
"	"	"	"	1896	
"	"	"	"	1897	
"	"	"	"	1898	
"	"	"	"	1899	
"	"	"	"	1900	
"	"	"	"	1901	
"	"	"	"	1902	
"	"	"	"	1903	
"	"	"	"	1904	
"	"	"	"	1905	
"	"	"	"	1906	
"	"	"	"	1907	
"	"	"	"	1908	
"	"	"	"	1909	92,427 83
"	"	"	"	1910	53,042 63
"	"	"	"	1911	184,149 81
Total					329,620 27

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

INTERCOLONIAL RAILWAY.

		Year.	Construction.	Income.	Working Expenses in- cluding Windsor Branch Ry.	Revenue received, in- cluding Windsor Branch Ry.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation			10,766,725 54			
" since. "		1868	483,353 65		359,961 08	420,752 58
" " "		1869	282,615 18		387,548 47	455,022 76
" " "		1870	1,729,381 49		445,208 75	471,245 09
" " "		1871	2,916,782 13		442,993 31	565,713 52
" " "		1872	5,131,141 51		595,076 22	622,900 56
" " "		1873	5,201,450 37		1,011,892 60	703,458 26
" " "		1874	3,614,898 81		1,847,175 24	893,430 17
" " "		1875	3,426,099 55		1,532,589 62	861,593 43
" " "		1876	1,108,321 59		1,277,197 79	848,861 46
" " "		1877	1,318,352 19		1,661,673 55	1,154,445 35
" " "		1878	408,816 74		1,811,273 56	1,378,946 78
" " "		1879	226,639 19		2,010,183 22	1,294,099 69
" " "		1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "		1881	608,732 80		1,780,353 53	1,777,856 76
" " "		1882	585,568 79		2,080,592 37	2,100,315 85
" " "		1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "		1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "		1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "		1886	544,958 17		2,508,473 10	2,406,858 88
" " "		1887	823,070 86		2,854,158 91	2,621,337 41
" " "		1888	742,203 09		3,300,481 94	2,937,337 40
" " "		1889	655,228 13		3,174,785 19	2,923,736 46
" " "		1890	365,246 48		3,500,455 80	2,958,243 38
" " "		1891	79,929 34		3,691,273 65	3,007,630 51
" " "		1892	168,101 77		3,458,891 39	2,978,950 82
" " "		1893	228,984 79		3,062,207 45	3,099,815 20
" " "		1894	166,362 43		2,999,317 07	3,020,485 74
" " "		1895	327,034 51		2,964,940 98	2,979,795 59
" " "		1896	259,105 23		3,029,304 08	2,994,201 93
" " "		1897	145,142 00		2,936,789 71	2,906,631 25
" " "		1898	252,367 20	70,000 00.	3,275,830 14	3,154,896 49
" " "		1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "		1900	1,796,348 29		4,444,296 25	4,599,423 14
" " "		1901	3,633,836 57		5,477,285 30	5,019,497 76
" " "		1902	4,621,841 05		5,596,939 57	5,720,990 50
" " "		1903	2,254,256 68		6,214,496 38	6,366,884 53
" " "		1904	†1,880,856 60		7,264,263 13	6,392,865 48
" " "		1905	3,937,621 93		8,535,689 91	6,833,561 50
" " "		1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" " "		1907	1,506,209 26		6,045,597 15	6,293,751 52
" " "		1908	4,363,494 01		9,195,347 64	9,229,989 21
" " "		1909	3,867,232 16		9,364,256 10	8,583,100 79
" " "		1910	1,278,409 45		8,668,620 23	9,328,888 97
" " "		1911	762,869 06		9,613,774 77	9,911,974 83
Total			*83,582,087 59	280,000 00	157,411,538 50.	149,972,948 66

*Including \$296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

† Expenditure for year..... \$ 1,894,856 90
Less refunds of previous years 14,000 30
\$1,880,856 60

‡ Expenditure for the year..... \$ 3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year
1905-6.... 4,227 95
\$3,765,170 90

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY *Concluded.*

Total cost of construction as shown on page +\$83,582,087 59
 To which add the following :—

*Canada Eastern Railway, page 37....	819,000 00
*Cape Breton Railway, page 39..	3,860,679 14
*Drummond County Railway, page 41.....	1,464,000 00
*Eastern Extension Railway, page 42.....	1,324,042 81
*Montreal and European Short Line Railway, page 46	333,942 72
*Oxford and New Glasgow Railway, page 48.....	1,949,063 21
	<hr/>
	\$93,332,815 47

Less amounts transferred from Capital to Consolidated Fund as follows :

European and North American Railway from 1868 to 1873	\$ 88,863 18	
Nova Scotia Railway from 1868 to 1873.....	208,509 72	296,872 90

Total capital cost of Intercolonial Railway system.....*\$ 93,035,942 57

* Agreeing, less outstanding cheques, with Public Accounts, 1910-1911, page 4.

† Includes \$220.48 amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

2 GEORGE V., A. 1912

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

		Year.	Construction.	Working Expenses.
			\$ cts.	\$ cts.
Government expenditure prior to Confederation		1868		
"	since	1869		
"	"	1870		
"	"	1871		
"	"	1872		
"	"	1873		
"	"	1874		
"	"	1875		
"	"	1876		
"	"	1877		
"	"	1878		
"	"	1879		
"	"	1880		
"	"	1881		
"	"	1882		
"	"	1883		
"	"	1884		
"	"	1885	49,587 45	
"	"	1886	135,214 38	
"	"	1887	24,157 32	
"	"	1888	3 7 35	
"	"	1889		
"	"	1890		
"	"	1891	124,568 23	
"	"	1892		
"	"	1893		
"	"	1894	17 99	
"	"	1895		
"	"	1896		
"	"	1897		
"	"	1898		
"	"	1899		
"	"	1900		
"	"	1901		
"	"	1902		
"	"	1903		
"	"	1904		
"	"	1905		
"	"	1906		
"	"	1907		
"	"	1908		
"	"	1909		
"	"	1910		
"	"	1911		
Total.			*333,942 72	

* Included in total cost of Intercolonial Railway system, page 45.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

				Year.	Construction.
					\$ cts
Government expenditure prior to Confederation				1868	...
" since	"			1869	...
"	"			1870	...
"	"			1871	...
"	"			1872	...
"	"			1873	...
"	"			1874	...
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"	"			1895	...
"	"			1896	...
"	"			1897	...
"	"			1898	...
"	"			1899	...
"	"			1900	...
"	"			1901	...
"	"			1902	...
"	"			1903	...
"	"			1904	6,249 40
"	"			1905	778,491 28
"	"			1906	1,841,269 95
"	"			1907	5,537,867 50
"	"			1908	18,910 449 41
"	"			1909	24,892,422 68
"	"			1910	19,968,126 86
"	"			1911	23,488,208 40
Total.					\$95,423,085 48

* Agrees with Public Accounts Balance Sheet, 1910-1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

OXFORD AND NEW-GLASGOW RAILWAY.

				Year.	Capital.		Working Expenses.	
					\$	cts.	\$	cts.
Government expenditure prior to Confederation				1868				
"	since	"		1869				
"	"	"		1870				
"	"	"		1871				
"	"	"		1872				
"	"	"		1873				
"	"	"		1874				
"	"	"		1875				
"	"	"		1876				
"	"	"		1877				
"	"	"		1878				
"	"	"		1879				
"	"	"		1880				
"	"	"		1881				
"	"	"		1882				
"	"	"		1883				
"	"	"		1884				
"	"	"		1885				
"	"	"		1886				
"	"	"		1887				
"	"	"		1888	280,932	35		
"	"	"		1889	840,553	57		
"	"	"		1890	434,074	60		
"	"	"		1891	220,886	39		
"	"	"		1892	48,745	23		
"	"	"		1893	7,922	80		
"	"	"		1894	112,382	75		
"	"	"		1895	*			
"	"	"		1896	*			
"	"	"		1897	3,565	52		
"	"	"		1898				
"	"	"		1899				
"	"	"		1900				
"	"	"		1901				
"	"	"		1902				
"	"	"		1903				
"	"	"		1904				
"	"	"		1905				
"	"	"		1906				
"	"	"		1907	*			
"	"	"		1908				
"	"	"		1909				
"	"	"		1910				
"	"	"		1911				
Total					± 1,949,063	21	†	

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 45. Add \$220 48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue Received
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation,....		3,114,735 11		
" since "	1874		750 00	
" "	1875	46,086 63	49,344 62	24,493 99
" "	1876	42,546 10	219,930 43	118,060 96
" "	1877	200,000 00	228,595 25	130,664 92
" "	1878	6,551 86	221,599 49	135,899 60
" "	1879	40,129 05	223,313 12	125,855 91
" "	1880	16,539 82	164,640 55	113,851 11
" "	1881		203,122 88	131,131 43
" "	1882	402 03	228,259 97	137,267 54
" "	1883	57,186 02	252,808 41	146,170 42
" "	1884	130,663 38	236,428 13	144,504 12
" "	1885	76,956 56	211,207 01	158,588 06
" "	1886	4,668 33	216,744 34	155,584 36
" "	1887	5,800 00	204,237 45	155,303 37
" "	1888		229,639 95	158,363 62
" "	1889		247,559 44	171,369 56
" "	1890		266,485 85	160,971 78
" "	1891		257,990 08	174,258 05
" "	1892	8,300 49	289,706 38	157,442 69
" "	1893		226,422 17	162,690 42
" "	1894		226,891 06	158,533 83
" "	1895		232,905 19	149,654 78
" "	1896		225,138 56	146,476 54
" "	1897		240,489 90	153,443 13
" "	1898	17,541 88	231,418 74	158,950 61
" "	1899	22,000 00	218,053 01	165,012 03
" "	1900	53,546 02	220,931 81	174,738 73
" "	1901	280,173 93	261,766 24	193,883 48
" "	1902	475,997 94	270,159 97	197,999 93
" "	1903	829,414 18	259,637 82	217,714 24
" "	1904	698,877 47	335,695 44	234,390 03
" "	1905	591,412 65	370,464 44	217,330 61
" "	1906	496,124 89	294,253 16	257,270 57
" "	1907	91,710 52	283,148 50	215,434 97
" "	1908	390,461 83	399,947 79	304,579 83
" "	1909	561,206 90	400,330 41	311,319 63
" "	1910	206,396 97	427,283 73	319,074 74
" "	1911	94,320 56	424,104 00	337,419 55
Total.....		*8,559,751 12	9,501,405 29	6,575,699 14

* Agrees with Public Accounts Balance Sheet, 1910-1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

QUEBEC BRIDGE.

			Year	Capital.		Income.	
				\$	cts.	\$	cts.
Government expenditure prior to Confederation			1868				
"	since	"	1869				
"	"	"	1870				
"	"	"	1871				
"	"	"	1872				
"	"	"	1873				
"	"	"	1874				
"	"	"	1875				
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"	"	"	1899				
"	"	"	1900				
"	"	"	1901				
"	"	"	1902				
"	"	"	1903				
"	"	"	1904				
"	"	"	1905				
"	"	"	1906				
"	"	"	1907				
"	"	"	1908				
"	"	"	1909			422,867	12
"	"	"	1910			111,788	02
"	"	"	1911	227,563	40		
Total				227,563	40	534,655	14
Less amount received from the Phoenix Bridge Co., 1910						100,000	00
Total				227,563	40	434,655	14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation..					
"	since	"		1868	
"	"	"		1869	
"	"	"		1870	
"	"	"		1871	
"	"	"		1872	
"	"	"		1873	
"	"	"		1874	
"	"	"		1875	
"	"	"		1876	
"	"	"		1877	
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"	"	"		1895	
"	"	"		1896	
"	"	"		1897	
"	"	"		1898	
"	"	"		1899	
"	"	"		1900	
"	"	"		1901	
"	"	"		1902	283,323 55
"	"	"		1903	
"	"	"		1904	
"	"	"		1905	
"	"	"		1906	
"	"	"		1907	
"	"	"		1908	
"	"	"		1909	
"	"	"		1910	
"	"	"		1911	
Total.					*283,323 55

* Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

2 GEORGE V., A. 1912

STATEMENT showing amount expended on Capital Account on Railways including
Quebec Bridge Reconstruction.

Railways.			
		\$	cts.
Intercolonial.....		83,285,214	69
Cape Breton.....		3,860,679	14
Oxford and New Glasgow.....		1,949,063	21
Eastern Extension.....		1,324,042	81
Drummond County.....		1,464,000	00
Montreal and European Short Line.....		333,942	72
Canada Eastern.....		819,000	00
Total.....			
		93,035,942	57
Carleton Branch.....		48,410	48
Prince Edward Island.....		8,559,751	12
Canadian Pacific.....		62,789,776	09
Annapolis and Digby.....		660,683	09
Yukon Territory Works (Stikine-Teslin Ry.).....		283,323	55
National Transcontinental.....		95,423,085	48
Governor General's car.....		56,538	82
Hudson Bay Railway.....		329,620	27
Quebec Bridge Reconstruction.....		227,563	40
Total.....		261,414,694	87

Memo. re Recapitulation Railways.

Total Cost as per statement above.....	261,414,694	87
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement page 35.....	296,872	90
Agreeing with total of Construction, as per statement, page 53.....	261,711,567	77

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

RECAPITULATION GOVERNMENT RAILWAYS

	Year.	Construction.	Working expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		13,881,460 65		
" since " 1868	1868	483,353 65	359,961 08	420,752 58
" " 1869	1869	282,615 18	387,548 47	455,022 76
" " 1870	1870	1,729,381 49	445,208 75	471,245 09
" " 1871	1871	2,946,930 45	442,993 31	565,713 52
" " 1872	1872	5,620,569 67	595,076 22	622,900 56
" " 1873	1873	5,763,268 81	1,011,892 60	703,458 26
" " 1874	1874	3,925,123 69	1,847,925 24	893,430 17
" " 1875	1875	5,018,427 85	1,581,934 24	886,087 42
" " 1876	1876	4,497,434 75	1,497,128 22	966,922 42
" " 1877	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " 1878	1878	2,643,741 73	2,032,873 05	1,511,846 38
" " 1879	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " 1880	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " 1881	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " 1882	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " 1883	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " 1884	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " 1885	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " 1886	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " 1887	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " 1888	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " 1889	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " 1890	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " 1891	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " 1892	1892	417,425 73	3,748,597 77	3,136,393 51
" " 1893	1893	712,917 44	3,288,629 62	3,262,505 62
" " 1894	1894	585,749 01	3,226,208 13	3,179,019 57
" " 1895	1895	376,814 83	3,197,846 17	3,129,450 37
" " 1896	1896	324,774 72	3,254,442 64	3,140,678 47
" " 1897	1897	204,624 31	3,195,959 58	3,060,074 38
" " 1898	1898	270,990 85	3,507,248 88	3,313,847 10
" " 1899	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " 1900	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " 1901	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " 1902	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " 1903	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " 1904	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " 1905	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " 1906	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " 1907	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " 1908	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " 1909	1909	29,414,227 34	9,764,586 51	8,894,420 42
" " 1910	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " 1911	1911	24,760,029 58	10,037,878 77	10,249,394 38
Total		*261,751,567 77	168,687,934 12	157,406,587 23

* Total amount paid on Construction.....\$261,751,567 77

Less amount received from the City of St. John, N. B., as purchase price of the
Carleton Branch Railway.....40,000 00

Total cost of Construction....†\$261,711,567 77

† Agreeing with amount expended on Capital Account on Railways, see page 52

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing Miscellaneous Expenditure yearly, by the Department of Railways and Canals.

Year ending.	Chargeable to Capital.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts	\$ cts	\$ cts	\$ cts.	\$ cts.	\$ cts	\$ cts.	\$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871.				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		23,512 00	23,545 34		649 04			47,706 38
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892.		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		2,883 11	4,855 11	15,746 31	60,265 22			83,749 75
1895.		4,132 28	13,221 27	19,304 87	60,769 56			97,427 98
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	181,615 90	20,912 04	106,065 87			765,314 47
1910.		29,421 06	200,329 52	4,706 79	111,755 68			358,001 07
1911.		54,734 48	218,178 85	2,369 52	103,398 27	1,000 00		378,681 12
	20,033 70	395,593 01	1,594,196 24	743,016 79	1,697,602 30	46,039 97	69,711 05	4,999,848 20

N. B. The expenditure of Quebec Bridge included in Miscellaneous Expenditure (income railways) in 1909-1910 has been deducted from each of these years to form a separate account under the heading of "QUEBEC BRIDGE."

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

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RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1911.

EXPENDITURE.

Chargeable to Capital Account—

Railways, <i>see</i> Statement page 52	\$ 261,414,694 87
Canals " " 31 and 54.....	99,331,923 86
	<hr/> \$ 360,746,618 73

Chargeable to Consolidated Fund

* Railway Subsidies as per Statement No. 3, page 56 to 65.....	\$ 42,735,008 32
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Income Account—

Intercolonial Railway <i>see</i> page 44	\$ 280,000 00
Add transferred from Capital " 45	296,872 90
Railways " 54.....	1,594,196 24
Canals " 31.....	6,608,302 40
" " 54.....	395,593 01
General Railways and Canals " 54	743,016 79
Quebec Bridge " 50.....	434,655 14
	<hr/> 10,352,636 48

Revenue Account—

Canals—Operating and maintaining staff, <i>see</i> page 31	\$ 12,206,616 09
Canals—Repairs, <i>see</i> page 31	9,960,433 26
" " " 54.....	1,697,602 30
Railways—Working expenses, <i>see</i> page 53.....	168,687,934 12
" " " 54.....	46,039 97
General—Railways and Canals " 54.....	69,711 05
	<hr/> 192,668,336 79
	<hr/> 245,755,981 59

Total expenditure on Railways and Canals..... \$ 606,502,600 32

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS

RAILWAYS.

Capital Account.....	\$ 261,414,694 87
Consolidated Fund.	214,074,706 69
	<hr/> \$ 475,489,401 56

CANALS.

Capital Account.....	\$ 99,381,923 86
Consolidated Fund.....	30,868,547 06
	<hr/> \$ 130,200,470 92

Total..... \$ 605,689,872 48

GENERAL, COMMON TO BOTH.

Consolidated Fund.....	812,727 84
------------------------	------------

Total expenditure on Railways and Canals..... \$ 606,502,600 32

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31 1911 (for details <i>see</i> page 53).	\$ 157,406,587 23
Canals " " " (" " 31).	14,377,492 63

Total revenue, Railways and Canals..... \$ 171,784,079 86

* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$1,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, (*see* Public Accounts, 1898-1911 and page 79, 1908).

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911,

2 GEORGE V., A. 1912

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED.			RAILWAYS.		July 1, 1883, to June 30, 1904
Authority.		Amount.			
		\$ cts			\$ cts
46 Vol. I, cap. 25	25	156,800 00	International Railway, Quebec.		156,800 00
53	2				
45	14	384,000 00			
46	25	80,000 00			
48-49	59	96,000 00			
49	10	186,295 00			
50-1	24	28,800 00	Quebec and Lake St. John Railway, Quebec		1,006,743 50
51	3	96,000 00			
52	3	64,000 00			
53	2	30,000 00			
54-5	8	5,250 00			
57-8	4	44,800 00			
46.	25	89,600 00			
49	10	70,000 00			
50-1	24	12,800 00	Kingston, Napanee and Western Ry., formerly		
52	3	32,000 00	Napanee, Tatamagouche and Quebec Ry., Ontario.		208,732 80
55-6	5	64,000 00			
47	8	272,000 00			
51	3	41,000 00	Pontiac Pacific Junction Railway, Quebec		193,578 00
53	2	21,000 00			
46	25	115,200 00			
47	8	76,800 00	Caraquette, Railway, N.B.		224,000 00
50-1	24	32,000 00			
47	8	32,000 00			
49	10	57,600 00			
52	3	22,400 00	Canadian Northern Quebec Ry. Co., formerly Great		
53	2	48,000 00	Northern Ry., Quebec		557,788 31
56	2	48,000 00			
57-8	4	70,400 00			
7-8 Ed. VII	63				
47	8	48,000 00	Kingston and Pembroke Railway, Ontario		48,000 00
45	14				
46	26	660,000 00	Northern and Pacific Junction Railway, Quebec.		1,320,000 00
53	2	660,000 00			
47	8	128,000 00			
48-9	59	19,200 00			
49	10	32,000 00	Canada Eastern Ry., formerly Northern and Western		
48-9	59	24,439 84	Ry., N.B., including also Chatham Branch Ry.		374,839 84
51	3	140,800 00			
57-8	4	35,200 00			
62-3	7				
47	8				
51	3	60,342 00	Quebec Central Railway, Quebec.		348,342 00
7-8	63		do St Georges to St. Justine.		
53	2	288,000 00			
48-9	59	72,000 00	Montreal and Sorel Railway, Quebec.		93,757 57
53	2	40,000 00			
48-9	59	30,000 00			
50-1	24	64,000 00	Montreal and Champlain Junction Railway, Quebec.		103,609 00
51	3	9,600 00			
46	25	28,400 00	Elgin, Petittcodiac and Havelock Railway, Québec ..		82,652 82
51	3	44,252 82			
47	8	22,400 00	St. Louis and Richibucto Railway, N.B.		22,400 00
48-9	59	96,000 00			
49	10	38,400 00	Canada Atlantic Railway, Ontario		282,355 20
50-1	24	180,000 00			
47	6	750,000 00	Esquimaux and Nanaimo Railway, B.C.		750,000 00
47	8	96,000 00	Erie and Huron Railway, Ontario.		96,000 00
46	25				
47	8	320,000 00	Baie des Chaleurs Railway, Quebec.		620,000 00
52	3	300,000 00			
Carried forward.....					6,489,590 04

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have been entered into and Payments made up to March 31, 1911.

PAYMENTS.								Total March 31, 1911.
1904 1905.	1905 1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910 1911		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
.....	156,800 00
.....	86,016 00	67,712 00	73,472 00	.....	.....	.....	.....	1,233,943 50
.....	208,732 80
.....	193,578 00
.....	224,000 00
.....	256,870 40	55,449 60	164,172 29	144,608 51	.....	1,178,889 11
.....	48,000 00
.....	1,320,000 00
.....	374,839 84
.....	55,638 69	.....	.....	.....	.....	403,980 69
.....	129,320 61	.....	129,320 61
.....	93,757 57
.....	103,600 00
.....	82,652 82
.....	22,400 00
.....	282,355 20
.....	750,000 00
.....	96,000 00
.....	620,000 00
.....	86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	.....	7,522,850 14

2 GEORGE V., A. 1912

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

SUBSIDIES VOTED.			RAILWAYS		July 1, 1883. to June 30, 1904.
Authority.	Amount.				
		\$ cts			\$ c.
			Brought forward.....		6,489,590 04
48-9 Vic., c. 59		118,400 00	New Brunswick and Prince Edward Island, Ry. N. B.		113,440 00
50-1 " 24		217,600 00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec		217,600 00
49 " 10		11,200 00	L'Assomption Railway, Quebec		11,200 00
49 " 10		32,000 00	} Great Eastern Railway, Quebec.		40,345 00
50-1 " 24		96,000 00			
56 " 2		64,000 00			
53 " 2		37,500 00			
17 " 8			Irondale, Bancroft and Ottawa Railway, Ontario.....		144,000 00
52 " 3		160,000 00	} Buctouche and Moncton Railway, N.B.....		101,600 00
49 " 10		96,000 00			
50-1 " 24		6,400 00	Albert Southern Railway, N. B.....		50,460 00
47 " 8		51,200 00	} Lake Temiscamingue Colonization Railway, Quebec..		310,335 95
52 " 3		65,200 00			
50-1 " 24		274,940 00	} Joggins Railway, N.S.....		37,500 00
57-8 " 4		38,400 00			
49 " 10		4,000 00	} Temiscouata Railway, N.B., and Quebec..		645,950 00
50-1 " 24		240,000 00			
45 " 14		258,000 00	} Leamington and St. Clair Railway, Ontario.....		51,200 00
48-9 " 58		100,000 00			
51 " 3		51,200 00	} Toronto, Grey and Bruce Railway, Ontario.....		14,656 00
53 " 2		44,800 00			
48-9 " 50		6,400 00	} Dominion Lime Co. Quebec		15,360 00
50-1 " 24		16,000 00			
59 " 10		22,400 00	} West Ontario Pacific Railway and Ontario and Quebec Railway		256,000 00
50-1 " 24		256,000 00			
52 " 3		96,000 00	} Drummond County Railway, Quebec		423,936 00
53 " 2		14,400 00			
57-8 " 4		76,800 00	} Brockville, Westport and Sault Ste. Marie Ry., Ont..		105,200 00
48-9 " 59		96,000 00			
53 " 2		128,000 00	} Montreal and Lake Maskinongé Railway, Quebec....		41,280 00
54-5 " 8		64,000 00			
57-8 " 4		32,000 00	} South Norfolk Railway, Ontario.....		54,400 00
49 " 10		10,200 00			
53 " 2		54,400 00	} Guelph Junction Railway, Ontario.....		46,000 00
50-1 " 24		51,200 00			
50-1 " 24		22,400 00	} Belleville and North Hastings Railway, Ontario....		21,888 00
48-9 " 54		108,800 00			
49 " 19		48,000 00	} Hereford Railway, Quebec.....		155,200 00
52 " 0		118,400 00			
50-1 " 23		224,000 00	} Lake Erie and Detroit River Railway, Ontario. .		475,851 00
55-6 " 4					
62-3 " 5		62,400 00	} Beauharnois Junction Railway, Quebec.		62,400 00
50-1 " 27		138,400 00			
56 " 4		108,000 00	} St. Catharines and Niagara Central Railway, Ontario		38,400 00
50-1 " 24		108,800 00			
55-6 " 5		30,000 00	} Fredericton and St. Mary's Railway Bridge Co., N.B.		30,000 00
57-8 " 4		9,600 00			
52 " 3		240,000 00	} Nova Scotia Central Railway Co., N.S.....		235,200 00
50-1 " 24		44,800 00			
52 " 3		19,200 00	} Cumberland Railway and Coal Co., N.S.		39,850 00
52 " 3		54,400 00			
63-4 " 8		*	} Pontiac and Renfrew Railway Co., Ontario.		13,600 00
			} Thousand Islands Railway Co., Ontario.....		29,840 00
			Carried forward.....		10,277,835 56

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been entered into and payments made up to March 31, 1911—*Continued.*

PAYMENTS.

							Total March 31, 1911
1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	1910-11	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	7,522,850 14
							113,410 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
		35,600 00					140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
							29,840 00
	86,016 00	103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	11,346,615 66

SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1911—*Continued.*

PAYMENTS.							Total March 31, 1911
1904-05	1905-06.	1906-07.	1907-08.	1908-09	1909-10	1910-11.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	86,016 60	103,312 00	285,981 09	55,449 60	164,172 29	273,929 12	11,346,695 66
.....							96,000 00
.....							375,000 00
.....							57,600 00
.....							271,200 00
.....							192,000 00
.....							44,800 00
.....			1,243 20				414,931 20
.....							226,012 54
.....							361,270 00
.....							152,800 00
.....							163,200 00
.....							134,016 00
.....							88,800 00
.....							32,800 00
38,250 00	45,764 50		24,128 00				192,942 50
.....							149,481 60
.....							39,840 00
.....							188,816 00
.....							23,712 00
.....							779,712 00
.....							167,440 00
.....							96,000 00
.....							39,744 00
.....							80,000 00
.....							117,760 00
.....							87,808 00
.....							22,400 00
.....							117,431 48
.....							14,848 00
.....							53,699 20
.....							7,424 00
.....							30,720 00
.....							160,000 00
.....							262,384 00
38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	16,589,288 18

STATEMENT showing subsidies voted for Railways as to which contracts have

SUBSIDIES VOTED.		RAILWAYS.		July 1, 1883, to June 30, 1903.
Authority.	Amount.			
	\$ cts.		\$ cts.	
		Brought forward	15,408,042 38	
60-61 Vic., c. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's Nest Pass)	3,404,720 00	
60-61 " 4	500,000 00	Grand Trunk Ry. Co., ' Victoria Jubilee Bridge,' Que.	500,000 00	
63 " 3	"	International Ry. of New Brunswick, formerly Resti-		
7-8 Ed.VII, 63	"	gouche and Western Ry. Co.....	77,138 00	
	"	East Richelieu Railway Co., Quebec..	69,952 00	
7-8 Ed. VII, 63	"	South Shore Railway (Quebec, Montreal and Southern)	199,784 35	
	"	Pembroke, Southern Railway, Ontario.....	64,000 00	
	"	Massawippi Valley Railway Co., Quebec.....	5,376 00	
	"	Inverness and Richmond Co., N.S., now Inverness Ry.		
	"	and Coal Co	368,545 97	
	"	Canadian Northern Railway Co., Ontario, Manitoba		
	"	and N.W.T.	1,909,132 00	
	"	Canadian Pacific Railway Co.. (Pipestone Branch). . . .	160,000 00	
6 7 Ed. VII, 40.	"	Central Ontario Railway Co., Ontario.....	67,200 00	
	"	Midland Railway Co., N.S.....	362,200 30	
62-3 Vic., c. 7	1,000,000 00	Quebec Bridge Co., Quebec.....	374,353 33	
63-4 " 8	"	St. Mary River Railway Co., N.W.T.....	115,960 00	
60-1 Vic., c. 4	212,500 00	Pontiac and Pacific and Ottawa and Gatineau Ry.,		
63-4 " 2	"	Co. (Interprovincial Bridge over Ottawa River)...	212,500 00	
1 Ed. VII, c. 7	"	Atlantic and Lake Superior Railway, Quebec.....	104,153 98	
1 " 7	"	Montreal and Province Line Railway, Quebec.....	58,560 00	
62-3 Vic., c. 7	"	York and Carleton Railway, N.B.....	18,336 00	
62-3 " 7	"			
63-4 " 8	"	Algoma Central and Hudson Bay Railway, Ontario...	583,536 00	
1 Ed. VII, c. 7	"			
	"	Cape Breton Extension Railway, N.S.....	182,400 00	
	"	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch).	60,613 85	
	"	" (Selkirk Branch).....	83,200 00	
	"	" (Dymont Branch).....	22,336 00	
	"	" (Waskada Branch).....	64,000 00	
9-10 Ed. VII, 51	"	Manitoulin and North Shore Railway Co., Ont.....	32,000 00	
	"	Bay of Quinte Railway, Ont.....	69,120 00	
	"	Bruce Mines and Algoma Railway, Ont.....	28,800 00	
	"	Magnetawan River Railway Co., Ont.	3,552 00	
	"	The Canadian Northern Quebec Ry., formerly Chateau-		
	"	guay and Northern Ry., Quebec.....	191,595 00	
	"	Canadian Pacific Ry. Co., (Pheasant Hill Branch)....	378,624 00	
	"	Halifax and Southwestern Railway Co., N.S.....	185,422 00	
	"	Northern Colonization Railway Co., Quebec.....	58,384 00	
	"	New Brunswick Coal and Railway Co., N.B.....	48,000 00	
	"	Schomberg and Aurora Railway Co., Ont.....	46,144 00	
	"	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont		
	"	Middleton and Victoria Beach Ry. Co., N.S.		
	"	Beersville Coal and Railway Co., N.B.		
3 Ed. VII, c. 57	"	Nicola, Kamloops and Similkameen Coal and Ry. Co.		
4 " 34	"	Canadian Pacific Railway (Staynerville Branch)....		
6 " 43	"	Klondike Mines Railway.....		
6 " 43	"	Kettle River Valley Ry. Co., B.C		
6 " 43	"	Colchester Coal and Ry. Co., N.S.....		
3 " 57	"	Minudie Coal Co., N.S.....		
6 " 43	"			
9-10 " 51	"	Atlantic, Quebec and Western Ry. Co., Quebec.....		
6 " 43	"	Napierville Jct. Ry. Co., Quebec		
6-7 " 40	"	Edmonton, Yukon and Pacific Ry. Co., Alberta.....		
6-7 " 40	"	Canadian Northern Ontario Ry. Co., formerly James		
7-8 " 63	"	Bay Ry. Co., Ontario,		
	"	Hawkesbury to Ottawa.		
		Carried forward	25,517,681 16	

Of this amount \$16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

SESSIONAL PAPER No. 20

been entered into and payments made up to March 31, 1911—*Continued.*

PAYMENTS							Total March 31, 1911
1904-1905.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	16,589,288 18
							3,404,720 00
							500,000 00
	50,070 07	51,200 00		189,849 60	187,494 40	169,536 00	725,288 07
				43,414 55			69,952 00
3,456 46					184,320 00	60,000 00	149,975 36
							64,000 00
							5,376 00
							368,545 97
							1,909,132 00
							160,000 00
			76,861 36	35,404 64		24,601 32	204,067 32
		4,967 70	31,892 40				399,060 40
							374,353 33
32,134 00							148,094 00
							212,500 00
42,336 86		1,521 82					144,969 02
			14,560 00				58,560 00
							32,896 00
341,440 00							924,976 00
					14,400 00		196,800 00
4,176 15	89,076 00						153,866 00
							83,200 00
							22,336 00
							64,000 00
						58,638 72	100,638 72
25,120 00		72,602 45					141,722 45
							53,920 00
							3,552 00
	116,000 00	84,224 75					391,819 75
56,576 00							435,200 00
291,842 00	176,512 00	268,107 20	316,567 73				1,238,450 93
	75,376 00			68,320 00	153,120 00		355,200 00
							48,000 00
							46,144 00
185,173 06							185,173 06
47,789 00	50,303 80	27,667 20					125,760 00
20,736 00							20,736 00
	110,592 00		190,208 00				300,800 00
		9,600 00	3,424 00				13,024 00
		96,000 00	101,184 00				197,184 00
			97,771 52				97,771 52
			12,800 00				12,800 00
			18,544 00				18,544 00
			64,000 00	92,672 00	203,896 00	31,334 40	396,902 40
			173,440 00				173,440 00
			91,200 00				91,200 00
	651,264 00	420,608 00	244,224 00	556,864 00	250,982 40	116,889 60	2,240,832 00
1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	33,995,770 48

^a Amount actually paid after deductions amounting to \$1,521.82 made in 1905-06 (being for refunds, &c., from the total of \$146,490.84, previously reported, for which cheques had issued.

Reimbursement of amounts for duplicate claims and claims still unpaid.

2 GEORGE V., A. 1912

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED		RAILWAYS.		July 1, 1883, to June 30, 1904.
Authority.	Amount.			
	\$			\$ cts.
		Brought forward		25,517,681 16
7-8 Ed. VII, c. 63		Maritime Coal and Ry. Co.		
7-8 " " 63		St. Mary and Western Ontario Ry. Co.		
7-8 " " 63		North Shore Ry. Co.		
7-8 " " 63		St. Maurice Valley Ry. Co. — Three Rivers to St. Maurice ..		
7-8 " " 63		Grand Trunk Pacific Ry. Co.		
" " " 43		Canadian Pacific Ry. Co., Teulon to Icelandic River... ..		
7-8 " " 63		Canadian Pacific Ry. Co., Moosejaw northwesterly ..		
7-8 " " 63		Canadian and Gulf Terminal Ry. Co., Ste Flavie to Matane ..		
6-7 " " 40		Liverpool and Millton Ry. 5 miles.		
				25,517,681 16
	186,600 annually for 20 years.	Atlantic and Northwestern Railway		2,799,000 00
37 Vict. ch. 14	1,525,250 00	Canada Central Railway		1,525,250 00
46 " " 2				
47 " " 8	1,500,000 00	Canadian Pacific extension		1,500,000 00
48-9 " " 58				
		Totals		31,341,931 16

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap. 7, 40, and 7-8 Edward VII, Cap. 63, 8-9 Edward VII, Cap. 35, 9-10 Edward VII, Cap. 51, authorize a further sum of fifty per cent on so much of the average cost of the mileage subsidized as is in excess

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

have been entered into and Payments made up to March 31, 1911—*Concluded.*

PAYMENTS.

								Total March 31, 1911.
1904-1905	1905-1906	1906-1907	1907-1908	1908-1909	1909-1910	1910-1911		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 00	744,929 16	33,995,770 48	
				3,200 00			3,200 00	
				67,344 00			67,344 00	
				6,880 00			6,880 00	
				112,640 00		60,480 00	173,120 00	
				367,249 00	520,551 96	302,679 04	1,220,400 00	
					30,800 00		30,800 00	
					303,360 00		303,360 00	
						144,803 84	144,803 84	
						32,000 00	32,000 00	
1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	35,977,758 32	
186,600 00	186,600 00	186,600 00	186,600 00	186,600 00			3,732,000 00	
							1,525,250 00	
							1,500,000 00	
1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	42,735,008 32	

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 43, 6-7 Edward VII, Cap. \$3,200 per mile subsidy if the cost does not average more than \$15,000 per mile, if over that amount, of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

W. C. LITTLE,

Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1910-11

SHOWING

- (1) Money subsidy agreements with railway companies.
- (2) Contracts entered into during the year.
- (3) Leases, of water-powers and properties, granted.
- (4) Property conveyed by the Crown and lands conveyed to the Crown.
- (5) Damages released.

2 GEORGE V., A. 1912

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1910.				1910.
	18359 April 25..	Alberta Central Ry. Co.	From a point at or near the Town of Red Deer to a point on the North Saskatchewan River at or near Rocky Mountain House.	Can., 1908, c. 63.	April 13..
(a)	18712 Aug. 25..	Atlantic, Quebec and Western Ry. Co.	From Paspébiac to Gaspé, as near the shore as practicable.	Can., 1910, c. 51.	June 23..
	18389 May 23..	Canadian Northern Quebec Ry. Co.	From point on main line at or near L'Epiphanie, passing by way of Parish of St. Jacques L'Achigan to Village of Rawdon.	Can., 1907, c. 40.	April 20..
(b)	18559 Aug. 22..	Canadian Pacific Ry. Co.	From Winnipeg Beach northerly to Gimli.	Can., 1881, c. 1.	May 30 ..
	18542 Aug. 12..	Esquimalt and Nanaimo Ry. Co.	From point on main line at or near Duncan's to Cowichan Lake.	Can., 1910, c. 51.	June 22....
	18668 Oct. 14..	Halifax and Eastern Ry. Co.	From point on Intercolonial Ry. at or near Dartmouth, in Halifax County to point at or near Deans' Settlement. From Dean's Settlement to point at or near Melrose; from New Glasgow to Melrose, and from Melrose to Guysborough with branch line to Country Harbour.	Can., 1910, c. 51.	July 21....
	18532 Aug. 3..	The International Ry. Co. of New Brunswick.	For 3½ miles, being distance Can. 1908, C. 63, Section 1, Item 15, is short of covering.	Act Can., 1900, c. 78.	June 6....
	18566 Aug. 25..	James Bay and Eastern Ry. Co.	From Roberval westward towards James Bay.	Can., 1910, c. 51.	July 26....
(c)	18519 July 5..	Kettle River Valley Ry. Co.	From point at or near Grand Forks to a point 50 miles up the N. Fork of E. or W. Fork of N. Fork of Kettle River.	Can., 1908, c. 63.	May 25....
	1911.				
(d)	18918 Jan. 27 ..	" "	From Midway to Junction near Merritt with Nicola, Kamloops and Similkameen Ry.	Can., 1910, c. 51.	June 7....
					1911.
(e)	18975 Feb. 1..	Kootenay Central Ry. Co.	From Golden towards International Boundary Line, via Windermere and Fort Steele; thence crossing Crows Nest Pass Ry. at or near Elko.	Can., 1910, c. 51.	Jan. 11 ..
	1910.				1910.
	18786 Dec. 14.	Liverpool and Milton Ry. Co.	From Liverpool to Milton.	Can., 1907, c. 40.	Oct. 29....
(f)	18594 Sept. 1.	Malgaree Coal and Ry. Co.	From point at or near Orangedale on I.C.R., thence via the east side of Lake Ainslie and Ste. Rosa to Chimney Corner Cove; and from point on I.C.R. between Orangedale and Point Tupper, to Caribou Cove on Inhabitant's Bay or River.	Can., 1910, c. 51.	Aug. 22....

SESSIONAL PAPER No. 20

entered into during the Fiscal Year ended March 31, 1911.

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs per lineal yard.	Date for Completion.	
Per Mile.	Not Exceeding.									
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.		
3,200	6,400	70	21	1433	50	20	15	56	Aug.	1, 1912.
3,200	6,400	102	79	955	50	20	15	56	Aug.	1, 1912.
3,200	6,400	16	52.80	717	50	20	15	56	Aug.	1, 1911.
3,200	6,400	9½	26.4	1146	50	20	14	56	Aug.	1, 1910.
3,200	6,400	24	116	410	50	*18 **16	15	56	Aug.	1, 1912.
3,200	6,400	80	80	717	50	20	15	56	Aug.	1, 1914.
3,200	6,400	3½	80	573	50	20	15	56	Aug.	1, 1911.
3,200	6,400	100	32	537	50	20	15	56	Oct.	1, 1912.
3,200	6,400	50	80	478	50	18	14	56	Aug.	1, 1912.
3,200	6,400	250	132	410	50	18	14	56	Dec.	1, 1912.
3,200	6,400	186	52.80	573	50	*20 **18	14	56	May	1, 1912.
3,200	6,400	7	80	700	50	20	15	56	Dec.	31, 1910.
3,200	6,400	50	80	1146	50	20	15	56	Aug.	1, 1913.

2 GEORGE V., A. 1912

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1910.				
(g) 18713	Nov. 5..	Manitoulin and North Shore Ry. Co.	From Little Current, thence crossing C.P.R. at or near Nairn, and thence to Sudbury.	Can., 1910, c. 51.	Sept. 30....
18410	June 1..	Quebec, Montreal and Southern Ry. Co.	For construction of bridges over the Nicolet, Gentilly and Becancourt Rivers.	Can., 1908, c. 63.	May 2.... 1909.
18294	April 19..	The Thessalon and Northern Ry. Co.	From Thessalon northerly.	Can., 1908, c. 63.	Nov. 24....

(a) Cancels and supersedes No. 17010.

(b) Cancels, in part, No. 14415.

(c) Supersedes No. 16634.

(d) Cancels and supersedes No. 17330.

(e) Supersedes No. 16556.

(f) Supersedes No. 17461.

(g) Supersedes No. 18053 as to subsidy (B)

August 21, 1911.

SESSIONAL PAPER No. 20

entered into during the Fiscal Year ended March 31, 1911—*Concluded.*

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curva- ture not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not Exceeding.								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	88	66	955	50	20	15	56	Mar. 17, 1912.
.....	N 15,000 G 15,000 B 30,000	.....	.....	.....	.....	.....	.....	.....	Aug. 1, 1911.
3,200	6,400	4	80	717	50	20	15	56	Dec. 1, 1910.

N Nicolet, R. bridge.
G Gentilly, R. bridge.
B Becancourt, R. bridge.

* In earth.
** In rock.

H. F. ALWARD,

Departmental Solicitor.

2 GEORGE V., A. 1912

CONTRACTS entered into during the fiscal Year ended March 31 1911.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
1910.			
18293	April 10..	Dominion Iron & Steel Co....	Deliver 5,000 tons of steel rails.
18362	" 20..	D. Grant Kirk.....	Construct line of railway between Georges River and Sydney Mines.
18373	May 12..	Silliker Car Co. Ltd	Deliver 2 1st. class sleeping cars, 3 postal cars, 3 vestibule 2nd class sleeping cars and 2 baggage cars.
18522	July 5..	Marshall Stewart.....	Build and maintain Road on I.C.R. reserve land, King's County, N.B.
18528	" 30..	Morrison & Clark	Construct line of Railway between Nelson and Chatham, N.B.
18564	Aug. 25..	Preston Car & Coach Co. Ltd ...	Deliver 5 1st. class day coaches.
18574	Jnne 30..	Town of Drummondville.....	Supply water.
18576	Sept. 13..	Zenon Ouellet.....	Erect and complete combined station, dwelling and freight room with all necessary platforms at Beau Rivage, Que.
18706	Oct. 7..	Rhodes, Curry & Co	Erect building for storing lumber at Moncton, N.B.
18707	" 24..	Hamilton Bridge Works Co. Ltd.	Deliver steel bridge for erection over South River, Antigonish, N.S.
18714	Oct. 28..	New Brunswick Telephone Co...	Replacing telephone instruments in the stations and offices I.C.R. in N.B.
18757	Nov. 16.	Town of North Sydney	Supply water.
18764	" 22..	Town of Sydney.....	Supply water.
18787	Dec. 14..	Wm. P. McNeil & Co. Ltd ..	Deliver bridges at New Mills, Beresford and Lac au Saumon.
18797	" 23..	Dominion Iron & Steel Co. Ltd.	Deliver 5,000 tons of steel rails.
18904	Sept. 1..	The Northern New Brunswick & Seaboard Railway.....	Freighting ore from Black's cut to Newcastle (train of 20 cars per day, 1000 gross tons.)
1911.			
18919	Jan. 27 .	Wm. P. McNeil & Co. Ltd	Delivery of bridge for Georges River.
18962	Mar. 10.	Wm. P. McNeil & Co. Ltd.....	Deliver 75 foot through steel turntable at Campbellton, N.B.
18976	" 13..	Canadian Locomotive Co. Ltd...	Deliver 3 passenger locomotives "Pacific" type.
18977	" 13..	Canadian Locomotive Co. Ltd...	Deliver 4 simple switching engines.
19020	" 23..	Canadian Car & Foundry Co. Ltd,	Deliver 70 Standard 60,000 lbs. box cars.

PRINCE EDWARD ISLAND RAILWAY.

1910.			
18379	May 16 .	J. M. Clark.....	Construct 3 stall engine house at Georgetown, P.E.I.
18380	" 16..	J. M. Clark.....	Construct Standard freight shed and platform at Elmira, P.E.I.
18381	" 16..	D. R. Morrison & P. G. Clark. .	Construct Standard Way station at Harmony, P.E.I.
18382	" 16..	D. R. Morrison & P. G. Clark...	Construct Standard Way station at Baltic Road, P.E.I.
18383	" 16..	D. R. Morrison & P. G. Clark...	Construct Coal shed at Elmira, P.E.I.
18384	" 16..	J. M. Clark.....	Construct Standard Shelter and Platform at Harmony Road, P.E.I.
18385	" 16..	F. S. Macdonald.....	Construct Standard Tool houses along Harmony-Elmira Branch, P.E.I.
18386	" 16..	F. S. Macdonald.....	Construct Booking Station and Platform at Elmira, P.E.I.
18387	" 16..	J. M. Clark	Construct Standard Shelter and Platform at Munn's Road, P.E.I.
18388	" 16..	J. M. Clark.....	Construct 2 stall engine house at Elmira, P.E.I.

HUDSON BAY RAILWAY.

1910.			
18716	Nov. 5..	McKenzie, Mann & Co. Ltd.....	Substructure of bridge over Saskatchewan River at Le Pas.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1911—*Continued.*

QUEBEC BRIDGE.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18360	April 28..	Phoenix Bridge Co.....	Manufacture 14 column models and make 14 compression tests.
18361	" 28..	Phoenix Bridge Co	Build, etc.. 50 nickel steel eyebars.
18372	" 9..	Charles Koenig & Co	Remove debris of Old Quebec bridge.
18390	May 11..	Phoenix Bridge Co.....	Taking down approach spans, &c.
18395	June 1..	E. T. Nesbitt.....	Erect boarding house at site of Quebec bridge.

CORNWALL CANAL.

	1910.		
18412	June 1..	Fallon Brothers.....	Improve upper entrance to lock 17.
18565	Aug. 30..	The Randolph MacDonald Co., Ltd.	Dredging certain high areas in canal.

LACHINE CANAL.

	1910.		
18284	April 5..	W. McNally & Co	Deliver 6,250 barrels of cement.
18785	Aug. 31..	Haney, Miller, Quinlan & Robertson.	Lining with concrete the walls of upper entrance of canal, under terms and conditions of Contract No. 15835.

RIDEAU CANAL.

	1910.		
18292	April 19.	Hurdman Lumber Co., Ltd.....	Supply timber for 1910-1911.

SAULT STE. MARIE CANAL.

	1910.		
18394	June 1..	J. J. Collins and V. W. Giroux.	Remove Range Beacon and deepen and widen channelway at upper entrance to canal.
18413	" 9..	Roger Miller & Sons	Construct derrick scow.

2 GEORGE V., A. 1912

CONTRACTS entered into during the fiscal Year ended March 31, 1911—*Continued.*

SOULANGES CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18318	Oct. 3.	The Phoenix Bridge and Iron Works, Ltd.	Erected steel foot bridge over tail race at weir No. 3, Cascades Point, Que.
19041	April 19.	His Majesty the King to G. T. Ry. Co. of Canada.	Supply electrical energy to operate swing bridge of company at Coteau.

ST. ANNE'S LOCK.

	1910.		
18796	Dec. 17.	Wilfrid Rouselle	Supply hot water heating apparatus in house of overseer at Ste. Anne de Bellevue.

TRENT CANAL.

	1910.		
18200	April 6.	Hamilton Bridge Works Co., Ltd.	Construct and erect Strauss Trunnion Bascule bridge over canal, Wellington street, Lindsay, Ont.
18391	June 1.	Canadian General Electric Co., Ltd.	Supply electrical equipment for Strauss Trunnion Bascule bridge at Lindsay, Ont.
18392	May 30.	Wm. Hamilton Co., Ltd	Deliver metal work for lock gates for lock No. 18, at Hastings, Ont.
18393	" 23.	Haney, Quinlan & Robertson....	Construct section No. 6, Ontario-Rice Lake division.
18433	June 22.	"	" No. 4, " "
18715	Oct. 24.	Cleveland Bridge and Engineering Co., Ltd.	Erect draw bridges at Healey Falls and Trent bridge, Ont.-Rice Lake division.
18775	Dec. 6.	The Light, Heat and Power Co..	Supply electrical energy to operate machinery for executing repairs on bridge at Lindsay, and for lighting same.

WELLAND CANAL.

	1910.		
18466	June 23.	M. J. Hogan.....	Widening deep channelway, west pier and construction of docking west of Gov. elevator, Port Colborne entrance to canal.
18533	Aug. 2.	John E. Russell.....	Widening canal on west side about $\frac{1}{2}$ mile south of Welland aqueduct.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1911—*Concluded.*

WELLAND CANAL —*Concluded.*

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18667	Oct. 14..	Joseph Battle.....	Place stone protection along certain portions of summit level between Thorold and Port Colborne, Ont.
18708	" 28..	M. J. Hogan	Straighten channel at head of lock No. 2.

August 21, 1911.

H. F. ALWARD,
Departmental Solicitor.

2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of
INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1910.		
18288	Apr. 5	Richard O'Leary & W.S. Montgomery.	Land for purposes of a wharf at Point du Chene, County of Westmoreland, N. B.
18296	Apr. 1	The Shawinigan Water & Power Co.	Right and privilege to erect and maintain 2 power transmission lines across Railway right of way.
18366	Apr. 26	The Mackay Mining Co.	Two parcels of land at North Sydney, C. B.
18369	Apr. 26	Sackville Hay & Feed Co., Ltd.	Land at Sackville, N. B.
18370	May 9	New Brunswick Telephone Co., Ltd.	Privilege to erect, &c., telephone lines at Beresford Station, Jacquet River and Duff's Private Crossing, $\frac{1}{4}$ mile east of Moffat's Station, N. B.
18374	May 9	Shediac Electric Light & Power Co.	Privilege to erect, &c., power transmission lines at Main Street Crossing, Shediac and at Public Road Crossing, 5,700 feet west of Shediac, N. B.
18396	Apr. 28	The Imperial Oil Co.	Land at Rimouski Station, Quebec.
18397	"	"	Land at Ste. Flavie, Que.
18398	"	"	Land at Trois Pistoles, Que.
18399	"	"	Land at St. Charles Que.
18400	May 30	New Brunswick Pulp & Paper Co.	Privilege to erect, &c., a power transmission line over main line of Indiantown Branch, 1.19 miles east of Millerton, N. B.
18401	May 30	Town of Newcastle	Privilege to lay and maintain a 1 inch pipe on railway land at Newcastle, N. B.
18423	June 15	Alphonse Dallaire.	Land at Cap St. Ignace, Que.
18424	" 21	Charles A. Vanwie.....	Wharf property at Point du Chene, County of Westmoreland N. B.
18425	" 15	New Brunswick Telephone Co., Ltd.	Privilege to erect and maintain telephone line over right of way at a point 700 feet from centre of Rothesay Station, N. B.
18428	" 15	The Imperial Oil Co.	Land at Bathurst, N. B.
18449	Apr. 4	F. C. Durant.	Land at St. John, N. B.
18465	June 28	Henry Fields.....	Land at Folleigh, N. S.
18518	June 21	Maritime Coal, Railway & Power Co.	Right and privilege to lay and maintain an 11,000 volt electric power transmission line across right of way.
18524	June 28	The St. Maurice Light & Power Co.	Privilege to erect power transmission line across Railway right of way at Nicolet, Que.
18537	Aug. 2	New Brunswick Telephone Co., Ltd.	Privilege to string, &c., 4 telephone wires across Railway west of Moffat's Station, N. B.
18538	"	Gilbert W. Shanklin....	Privilege to maintain 6-inch sewer pipe under Courtenay Bay Branch of Railway near St. John, N. B.
18539	Aug. 12	Benjamin Titus.....	Land at Sydney River N.S.
18567	Aug. 30	F. C. Jones.	Land at Moncton, N.B.
18577	Sept. 13	Sydney Cement Co. Ltd.	Land at Sydney, C.B.. N.S.
18596	Sept. 17	Bailey - Underwood Co. Ltd.	Privilege to lay, &c., two stranded copper conductors across railway right of way Trenton, N.S.
18615	Sept. 23	Alice M. Spain.....	Privilege to lay, &c., 6" sewer pipe across lands and under tracks of railway at Rockingham, N. B.
18619	Oct. 3	Napoleon Dion.	Land at Riviere du Loup, Que.
18620	"	Simeon Fortin....	Right, to lay, &c., an inch pipe across right of way $1\frac{1}{2}$ miles west of St. Simon, Que.
18671	Oct. 14	Alexander Daigle....	Land at Laurier, Que.
18672	"	A. Leofred.....	Privilege to lay, 8" sewer pipe and 10" water pipe across right of way at Chaudiere Jct, Que.
18704	Oct. 24	Town of Fraserville....	Privilege to lay and maintain 20" sewage pipe and 10" water pipe across lands and under tracks of Railway at Chaudiere Curve, Que.
18705	Sept. 1	Commissioners of the Transcontinental Ry..	Privilege to cross I.C.R. with Railway tracks by means of sub-way $\frac{3}{4}$ miles east of Chaudiere Curve, Que.
18709	Nov. 2	Canada & Gulf Terminal Railway.	Terminal privileges at Ste. Flavie, Que.
18711	Nov. 2	The Paysant & Card Co., Ltd.	Land at Dorchester, N.B.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due Each Year.	First Instalment Due.
				\$		
3,080 sq. ft.		During pleasure.	Dec. 1, 1909	1.00	Dec. 1	Dec. 1, 1909
		"	April 1, 1910	1.00	April 1	April 1, 1910
2,680 sq. ft.		"	March 1, 1910.	1.00	Mar. 1	Mar. 1, 1910
240 sq. ft.		"	March 1, 1910.	30.00	Mar. 1	Mar. 1, 1910
2,045.25 sq. ft.		"	March 1, 1910.			
		"	Nov. 1, 1909.	1.00	Nov. 1	Nov. 1, 1909
		"	April 1, 1910.	1.00	April 1	April 1, 1910
144 sq. ft.		"	Dec. 1, 1906	10.00	Dec. 1	Dec. 1, 1906
1,000 sq. ft.		"	"	10.00	"	"
1,000 sq. ft.		"	"	10.00	"	"
1,000 sq. ft.		"	"	10.00	"	"
		"	April 1, 1910.	1.00	April 1	April 1, 1910
		"	"	1.00	"	"
0.057 acre.		"	"	1.00	"	"
825 sq. ft.		"	Nov. 1, 1909	1.00	Nov. 1	Nov. 1, 1909
		"	April 1, 1910.	1.00	April 1	April 1, 1910
1,000 sq. ft.		"	July 1, 1905.	10.00	July 1	July 1, 1905
100 sq. ft.		"	July 1, 1905.	10.00	July 1	July 1, 1905
0.66 acre		21 years.	April 4, 1910	1.00	April 4	April 4, 1910
6.9 acre		During pleasure.	April 1, 1910.	1.00	April 1	April 1, 1910
		"	Jan. 1, 1910.	1.00	Jan. 1	Jan. 1, 1910
		"	April 1, 1910.	1.00	April 1	April 1, 1910
		"	April 1, 1910.	1.00	April 1	April 1, 1910
		"	July 1, 1910.	1.00	July 1	July 1, 1910
0.43 ac.		"	April 1, 1910.	1.00	April 1	April 1, 1910
0.039 ac.		"	July 1, 1910	5.00	July 1	July 1, 1910
0.38 ac.		"	Sept. 1, 1910.	25.00	Sept. 1	Sept. 1, 1910
		"	July 1, 1910.	1.00	July 1	July 1, 1910
		"	Jan. 1, 1910.	1.00	Jan. 1	Jan. 1, 1910
800 sq. ft.		"	Sept. 1, 1910.	5.00	Sept. 1	Sept. 1, 1910
		"	" 1, 1910.	1.00	" 1	" 1, 1910
1,800, sq. ft.		"	" 1, 1910.	5.00	" 1	" 1, 1910
		"	" 1, 1910.	1.00	" 1	" 1, 1910
		"	Oct. 1, 1910.	1.00	Oct. 1	Oct. 1, 1910
		21 years	Sept. 1, 1910.	20.00	Sept. 1	Sept. 1, 1910
		3 yrs. renewable.	Sept. 2, 1910.	600.00	monthly	" 1, 1910
280 sq. ft.		During pleasure	Oct. 1, 1910.	5.00	Oct. 1	Oct. 1, 1910

2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of
INTERCOLONIAL

No. of Lease.	Date of Signa- ture.	Lessee.	Lands or Rights demised.
1910.			
18717	Nov. 7	Dr. Wm. A. Wilson.....	Privilege to lay and maintain 6" pipe across Railway at Derby, Northumberland County, N.B.
18718	" 7	Napoleon Levesque.....	Land at Isle Verte, Que.....
18719	Nov. 2	Clarence H. Chapman...	Land at Dorchester, N.B.....
18720	Oct. 1	The Sydney & Louisburg Railway Company,	Branch line of railway (about 5,926 ft.), in Cape Breton, N.S., connecting Railway of Lessee with I.C.R.....
18721	Nov. 7	Rev. H. Harrison.....	Right to lay, &c., 6" terra cotta sewage pipe across Railway about 1 mile west of Millerton Station, N.B.....
18765	Nov. 22	Geo. Anderson...	Land at Petit Rocher, Gloucester County, N.B.....
18774	Dec. 6	John Abrams & Sons....	Land at Moncton, N.B.....
18789	Dec. 14	W. A. Fillmore.....	Land at Amherst, N.S.....
18878	Dec. 21	Imperial Oil Co., Ltd. ..	Privilege to lay, &c., 2" iron pipe across right of way at Pictou, N.S.....
1911.			
18907	Jan. 12	Wm. Joyce Kent.....	Land at Truro, N.S.....
18908	" 12	Hiram Duncan McLean.	Land at McMullin's Dam, near Union, N.S.....
18921	Jan. 27	Sam. McLaughlin.....	Land at St. John, N.B.
18922	" 27	N. W. Pushie.....	Land at Mulgrave, N.S.....
1910			
18923	Dec. 29	Miramichi Lumber Co. of Chatham.	Land at Indiantown. N.S.
1911			
18924	Jan. 27	The Mont Joli Water Co.	Privilege to lay and maintain 12" sewer pipe across lands and under tracks of Railway at Ste. Flavie, Que.
18930	Feb. 4	Robt. F. Barclay.	Land at Tide Head, Restigouche County, N.B.
18933	" 20	Frank Blair.....	Privilege to lay, &c., 1½" iron pipe across lands and under tracks of railway at Athol, N.B.
1910			
18951	Dec. 26	New Brunswick Cold Storage Co., Ltd.	Land in City of St. John, N. B.
18952	" 30	Canadian Pacific Ry	do
18953	" 30	do	Privilege to lay, &c., tracks, etc., from lessee's railway to New Brunswick Cold Storage Company's premises crossing gov't reserve leased to said Company under lease No. 18951.
1911			
18957	Mar. 16	New Brunswick Pulp and Paper Co., Ltd.	Privilege to lay, &c. 2" iron pipe across lands and under tracks of I.C.R. about 1.19 miles east of Millerton Station, N.B
18980	" 23	Imperial Oil Co.....	Privilege to lay, &c., 9 iron pipes across lands and under tracks of I.C.R. near Fairview, N.S.
18981	" 23	Florence E. Mason.....	Land at Pictou Landing, Pictou County, N.S.....
17982	" 23	Geo. A. Mason.. . . .	do
			PRINCE EDWARD
1910			
18751	Sept. 28	The Imperial Oil Co.Ltd.	Privilege to lay, &c., 6" iron pipe across land and under tracks of railway at Charlottetown, P.E.I.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*RAILWAY—*Concluded.*

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental-	Due each Year.	First Instalment Due.
				\$ cts.		
.....		During pleasure.	Jan. 1, 1910.	1 00	Jan. 1....	Jan. 1, 1910
23,208 sq. ft.		"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
280 sq. ft.		"	" 1, 1910	5 00	" 1....	" 1, 1910
.....		21 years.....	" 1, 1910.	800 00	March 1....	March 1, 1911
.....		During pleasure.	Jan. 1, 1910	1 00	Jan, 1....	Jan. 1, 1910
5,000 sq. ft.		"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
0.12 ac.		"	Sept. 1, 1910	17 00	Sept. 1...	Sept. 1, 1910
300 sq. ft.		"	" 1, 1910.	5 00	" 1....	" 1, 1910
.....		"	Nov. 1, 1910	5 00	Nov. 1....	Nov. 1, 1910
50 sq. ft.		"	" 1, 1910.	5 00	" 1....	" 1, 1910
0.146 ac.		"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
2.960 sq. ft.		"	Nov. 1, 1910.	5 00	Nov. 1...	Nov. 1, 1910
1.140 sq. ft.		"	Dec. 1, 1910.	5 00	Dec. 1...	Dec. 1, 1910
1.225sq. ft.		"	July 1, 1908.	5 00	July 1...	July 1, 1908
.....		"	Apl. 1, 1910.	1 00	Apl. 1...	Apl. 1, 1910
0.51 ac.		"	Sept. 1, 1910.	5 00	Sept. 1...	Sept. 1, 1910
.....		"	Apl. 1, 1910.	1 00	Apl. 1...	Apl. 1, 1910
1.52 ac.		59 years, 6 mo. ...	Dec. 30, 1910.	500 00	Dec. 30...	Dec. 30, 1910
0.44 ac.		"	" 30, 1910.	500 00	" 30...	" 30, 1910
.....		"	" 30, 1910.	1 00		
				for full term.		
.....		During pleasure.	Jan. 1, 1911	1 00	Jan. 1...	Jan. 1, 1911
.....		"	May 1, 1909	6 00	May 1...	May 1, 1909
3.500 sq. ft.		"	Jan. 1, 1911.	5 00	Jan. 1...	Jan. 1, 1911
6.500 sq. ft.		"	" 1, 1911.	5 00	" 1...	Jan. 1, 1911

ISLAND RAILWAY.

.....	During pleasure.	Sept. 1, 1910.	1 00	Sept. 1.	Sept. 1, 1910
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2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of Rail

BEAUHARNOIS

No. of Lease.	Date of Signa- ture.	Lessee.	Lands or Rights demised.
1910			
18368	Apr. 18	E. H. Solis.....	Part of lot No. 531 between King's highway and River St. Lawrence, Valleyfield, Que.
18788	Dec. 12	Aurele LeBaruf ..	Land in parish of St. Stanislas de Kotska, County of Beauharnois, Que.

CARILLON

1911.			
19053	Mar. 31	The National Hydro-Electric Co., Ltd.	Land Connected with Carillon Dam and water power and Carillon Dam.

CHAMPELY

1910			
18409	May 16	The St. Johns Yacht Club.	Privilege to place club house at west end of breakwater and ice pier at St. Johns, Que

CORNWALL

1910.			
18782	Dec. 6	Isabella and Adeline Blackadder.	Land on south side of canal between locks 19 and 20

GALOPS

1911.			
18934	Feb. 20	G. T. Ry. Co. of Canada.	Privilege to maintain, &c., railway tracks across canal bridge at Cardinal, Oct

LACHINE

1910.			
18367	Apr. 14	Montreal Light, Heat & Power Co. Ltd.	Privilege to lay, &c. 16" gas pipe and electric cable ducts across Canal above Cote St. Paul locks, Montreal
18406	May 9	Canadian Lake Transportation Company, Ltd.	Space in St. Gabriel shed No. 1, St. Gabriel basin No. 1, Montreal, Que
18407	Apr. 25	The Sherwin - Williams Co.	Privilege to lay, &c. 6" water pipe from Canal across south abutment of Atwater Ave. Bridge and draw water

SESSIONAL PAPER No. 20

ways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

CANAL.

Area,	Amount. of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due,
				\$	cts.	
1.8 arp		During pleasure.	Apl. 1, 1910.	1 65	Apl. 1..	Apl. 1, 1910
7.39 arp		"	Dec. 1, 1910.	7 39	Dec. 1..	Dec. 1, 1910

CANAL.

.....	21 years..... Renewable.	Mar. 31, 1911.	100 00	Semi-	For land, Apr.
			for land	annually on	1, 1911.
			2 00	Apr. 1 and	Water, when
			per H. P.	Oct. 1.	developed.
			for water.		

CANAL.

.....	During pleasure.	Mar. 1, 1910.	1 00	Mar.	1.	Mar. 1, 1910.
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CANAL.

62 ac.....	During pleasure.	Nov. 1, 1910.	1 00	Nov.	1..	Nov. 1, 1910.
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CANAL.

.....	During pleasure,	Jan. 1, 1909.	1 00	Jan.	1..	Jan. 1, 1909.
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CANAL.

.....	During pleasure	May 1, 1910	20 00	May	1..	May 1, 1910.
.....	"	" 1, 1910.	697 50	"	1..	" 1, 1910.
.....	"	Apr. -1, 1910.	210 00	Apr.	1.	Apr 1, 1910.

2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of
LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
1910.			
18541	July 16	C.P. R.	Parts of lots 960 and 964 Lachine.....
18595	Sept. 10	The Montreal Rolling Mills Co.	Land on N. bank of Canal and privilege to construct railway sidings, etc.....
18669	Oct. 1	G. E. Jacques	Land on basin 3, and privilege to occupy shed 3 Montreal . . .
18670	" 5	Canal Public Scales Co..	Land on N.W. side of canal at lock 2.....
18750	Nov. 7	W. J. Ryan.....	Land at S.E. corner of Wellington and St. Etienne streets Montreal
18755	" 10	Canadian Sugar Refining Co. Ltd.	Land in Montreal.....
18756	" 14	Town of Lachine.....	2 parcels of land on N. bank of old abandoned canal, Lachine, Que.....
18769	" 21	The Blaugas Co. of Canada, Ltd.	Privilege to lay, &c. 4" pipe from S. side of canal, town of St. Paul to Lessee's works, Cad. lot 3409 ; and draw water... .
18799	Dec. 23	G.T.R. Co. of Canada..	Privilege to lay, &c. railway siding, 500 ft. long on N. bank of canal from main line to premises of Canadian Light and Power Company.....
18876	Dec. 19	The Ogilvie Flour Mills Co., Ltd.	Privilege to lay, &c., 8 in. and 6 in. water pipes along Mill Street, Montreal from Lessees power house to mill building of its Royal plant.....
1911.			
18903	Jan. 12	The St. Lawrence Flour Mills Co., Ltd.	Privilege to erect marine leg on G. A. Grier's wharf on north side of canal and construct underground grain conveyor to cad. lot 2,508, Ste. Cunegonde, Montreal, Que.....
18928	" 24	Canadian Light and Power Company.	Privilege to erect, &c., transmission and telephone lines over canal from point on south side, east of C. P. R. bridge, and along canal to terminal station west of Cote St. Paul bridge.
18954	Feb. 25	The Canadian Tube and Iron Co., Ltd.	Land south side of canal ; privilege to erect trestle and lay 6 inch pipe and draw water.....
18955	Mar. 3	Emmanuel Leduc.....	Land on north wharf of basin 2, Ste. Anne's Ward, Montreal....
18979	" 23	G. T. R. Co. of Canada..	Land at Turcot, Jacques Cartier County, Que.....

RAPIDE PLAT

1911.			
18956	Mar. 10	Theo. F. Chamberlain, M.D.	Land on south side of canal, west of lock 23 ; and privilege to lay pipe lines from mineral springs on said land to north side of canal.

RIDEAU

1910.			
18921	Oct. 3	Wm. F. McBroom....	Part of lot 21, con. 7, tp. of Storrington, County of Frontenac, at Brewer's Lower Mills Lock Station, "Mill Site" and water power.
18752	Nov. 19	Canadian Northern Ontario Ry. Co.	Privilege to lay, &c., bridge and line of railway across entrance of canal at Smith's Falls, Ont.
18783	Dec. 6	City of Ottawa.....	Privilege to lay, &c., conduit for electric wires from point on Slater Street to electric station on Laurier Ave. west.....
18877	" 21	L. S. Lewis.....	Part lot 1, con. 5, tp. of Crosby, County of Leeds, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

CANAL—*Concluded.*

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
15,400 sq. ft. } 4,125 sq. ft. }	{ 13 yrs. 10 mths. and 25 days.	Feb. 3, 1910.	117 15	Feb. 3..	Feb. 3, 1910.
37,385 sq. ft.	During pleasure.	May 1, 1910.	897 24	May 1..	May 1, 1910.
11,084 sq. ft.	" ..	Oct. 1, 1910.	785 22	Oct. 1..	Oct. 1, 1910.
400 sq. ft.	" ..	Mar. 20, 1910.	200 00	Mar. 20.	Mar. 20, 1910.
3,360 sq. ft.	" ..	Nov. 1, 1910.	134 40	Nov. 1..	Nov. 1, 1910.
2,400 sq. ft.	" ..	" 1, 1910.	96 00	" 1..	" 1, 1910.
.....	21 yrs. renewable	Oct. 1, 1910.	1 00	Oct. 1..	Oct. 1, 1910.
.....	During pleasure.	Nov. 24, 1910.	100 00	Nov. 24..	Nov. 24, 1910.
.....	" ..	Dec. 1, 1909.	80 00	Dec. 1..	Dec. 1, 1909.
.....	During pleasure.	Dec. 1, 1910.	10 00	Dec. 1....	Dec. 1, 1910
.....	" ..	Jan. 1, 1911.	20 00	Jan. 1....	Jan. 1, 1911
.....	21 years.....	" 1, 1911.	250 00	" 1....	" 1, 1911
4,350 sq. ft.	During pleasure.	Nov. 1, 1910.	307 00	Nov. 1....	Nov. 1, 1910
300 sq. ft.	" ..	May 1, 1911.	12 00	May 1....	May 1, 1911
10·1357 } 12·4497 } 16·1598 } 15·2973 }	ac.	10 years, ren'ble.	June 1, 1910.	5,507 81	June 1....	June 1, 1910

CANAL.

0·116 } 0·077 }	ac.	During pleasure	Jan. 1, 1911.	1 00	Jan. 1....	Jan. 1, 1911
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CANAL.

2½ ac.	40 h. p.	10 years, ren'ble.	July 1, 1910.	\$5 for land \$1.50 per h. p. for water	July 1....	July 1, 1910
.....	.....	21 " "	June 1, 1910.	10 00	June 1....	June 1, 1910
.....	.....	During pleasure.	Nov. 1, 1910.	1 00	Nov. 1...	Nov. 1, 1910
1·6 ac. ....	.....	" ..	Jan. 1, 1911.	7 50	Jan. 1....	Jan. 1, 1911

2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of
STE. ANNES

No. of Lease.	Date of Signa- ture.	Lessee.	Lands or Rights demised.
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1911.

18920	Jan. 11	G. T. R. Co. of Canada..	Land at Ste. Anne de Bellevue, Que.
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TRENT

1910.

18363	Apr. 25	Geo. E. Laidlaw.	Parts of lots Nos. 1, 2, 3, 4 and 57; part of lot "C", and part of government reserve south of Portage Road, township of Bexley, county of Victoria, Ont.....
18364	" 26	John Ewan	Parts of lots 49, 50, 51 and 52, south of Portage road and part of lot 24, con. 9, Tp. of Eldon, Co. of Victoria.....
18402	May 23	Richard Connolly.	Land in con. 4, Tp. of Eldon, county of Victoria, Ont.....
18403	" 16	Jos. E. Downing	Land and land covered with water; E½ lot 2, con. 12, Tp. of Douro, county of Peterborough, Ont
18404	" 30	Peter McPherson.	Land in 3rd and 4th con., Tp. of Eldon, county of Victoria, Ont.
18405	Apr. 25	Thomas Burke	Part of W. ½ of lot 32, con. 4, Tp. of Eldon, county of Victoria, Ont.....
18414	June 9	Curtis Bros.	Part of block "T" in the W. ½, lot 31, con. 12, Tp. of Otonabee, county of Peterborough, Ont
18415	" 9	P. J. McDonald	Part of lot 49, south side of Portage Road, Tp. of Eldon, county of Victoria, Ont
18420	" 15	Ed. W. Lytle	Part of lot 6, south side of Portage Road, Tp. of Bexley, county of Victoria, Ont.....
18421	" 15	Abram Barker.	Part of lot 32, con. 11 and part of lot 61 on north side Portage Road, Tp. of Eldon, county of Victoria, Ont.....
18422	" 15	Ellen Sheehy.	Part of lot 2, con. 7, Tp. of Carden, county of Victoria, Ont....
18429	" 15	Edward Lytle.	Parts of lots 5 and 7, south side of Portage Road, Tp. of Bexley, county of Victoria, Ont
18430	" 15	Thos. Robinson.	Part of lot 25, con. 10, Tp. of Eldon, county of Victoria, Ont....
18432	" 15	Alex. Cuthbert	Lot 52, south Portage Road, Tp. of Eldon, county of Victoria, Ont
18527	July 12	Northumberland Durham Power Co.	All surplus water at Healey's Falls with privilege of using Lessor's land for roadway and pole line
18617	Sept. 23	J. E. A. Fitzgerald	Land in con. 12, Tp. of Douro, county of Peterborough, Ont....

WELLAND

1910.

18282	Apr. 5	Frank Rouch	Part of lot 30, township of Thorold, county of Welland, Ont. ...
18283	Apr. 1.	Hydro-Electric Power Commission of Ontario.	Right, &c, to erect, &c., overhead electric power transmission line across canal south of Allanburg.
18295	Apr. 19.	E. P. Foley.....	Part of lot 17, township of Thorold, county of Welland, Ont....
18297	"	"	Privilege to draw 300 horse power of water from old canal at Thorold, between locks No. 24 and 25.
18375	May 9.	The Thorold Pulp Co., Ltd.	Surplus water above lock No. 22.
18376	May 12.	The Niagara, St. Catharines and Toronto Ry. Co.	Privilege to construct, &c., railway over and upon certain canal reserve land at Merritton and Thorold, Ont.....
18377	May 10.	Dominion Natural Gas Co., Ltd.	Privilege to lay, &c., gas pipe line across canal lands and dam at Dunnville, Ont

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—Continued

LOCK.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$	cts.	
124 sq. ft.....	During pleasure	Jan. 1, 1911	1 00	Jan. 1....	Jan. 1, 1911

CANAL.

16.88 10.6	ac	During pleasure.	Mar. 1, 1910	28 50	Mar. 1....	Mar. 1, 1910
44.7	ac	"	" 1, 1910	25 00	" 1	" 1, 1910
44.16	ac	"	July 1, 1909.	44 16	July 1	July 1, 1909
0.057	ac	"	Mar. 1, 1910.	1 00	Mar. 1	Mar. 1, 1910
26.66 13.23	ac	"	July 1, 1909.	39 89	July 1....	July 1, 1909
8	ac	"	" 1, 1909.	8 00	" 1	" 1, 1909
1.56	ac	"	Mar. 1, 1910	7 50	Mar. 1....	Mar. 1, 1910
3	ac	"	April 1, 1910.	4 50	Apr. 1	Apr. 1, 1910
1.65	ac	"	" 1, 1910.	1 65	" 1	" 1, 1910
0.71	ac	"	" 1, 1910.	5 00	" 1....	" 1, 1910
0.12	ac	"	" 1, 1910.	1 00	" 1	" 1, 1910
4.7	ac	"	" 1, 1910	4 70	" 1	" 1, 1910
2.7	ac	"	" 1, 1910.	2 70	" 1....	" 1, 1910
3	ac	"	" 1, 1910	3 00	" 1	" 1, 1910
.....	All surplus water.	21 years ren'ble.	June 1, 1912	2 00 per H.P.	Jan 1	Upon installa- tion of the first unit of 3,600 h. n.
1.4	ac	During pleasure.	Sept. 1, 1910.	25 00	Sept. 1.	Sept. 1, 1910

CANAL.

4.94	ac	During pleasure.	Mar. 1, 1910.	20 00	Mar. 1....	Mar. 1, 1910
.....	.....	"	Jan. 1, 1910.	1 00	Jan. 1	Jan. 1, 1910
0.05	ac	"	Mar. 1, 1910.	1 00	Mar. 1	Mar. 1, 1910
.....	300 H.P.	21 years, ren'ble.	Aug. 1, 1910.	900 00	Aug. 1....	Aug. 1, 1910
.....	250 H.P.	"	Dec. 1, 1909.	750 00	Dec. & June 1	Dec. 1, 1909
.....	.....	"	Mar. 1, 1910.	10 00	Mar. 1....	Mar. 1, 1910
.....	.....	During pleasure.	" 1, 1910.	25 00	" 1	" 1, 1910

2 GEORGE V., A. 1912

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signa- ture.	Lessee.	Lands or Rights demised.
1910.			
18378	May 10	The Ontario Power Co. of Niagara Falls.	Privilege to lay, &c., submarine cable and to erect, &c., power transmission line at the Feeder Junction, south of Welland, Ont..
18408	May 30.	W. H. Dixon.....	Parts of lots 49 and 50, township of Thorold, county of Welland, Ont.
18416	June 9.	George E. Ward.....	Part of lot 3, range 1, township of Moulton, county of Haldimand, Ont.
18426	June 15.	The Ontario Power Co. of Niagara Falls.	Privilege to place, &c., electric power transmission line across canal at a point above bridge of M.C.Ry. Co. at Montrose.
18427	" 15	The Hamilton Cataract, Power, Light & Traction Company.	Privilege to construct, &c., an electric power transmission line on west side of canal between Welland and Port Colborne.
18431	May 21.	Michigan Central Ry. Co.	Part of lot 27, township of Crowland, county of Welland and permission to erect swing bridge across canal.
18534	Aug. 5	The Bell Telephone Company.	Privilege to erect, &c., telephone line along canal feeder east from lot No. 16 to Forks Road, in township of Wainfleet. .
18535	Aug. 2.	Thos. Lannan.....	Part of lot 27, concessions 6 and 7, township of Crowland, county of Welland, Ont.....
18536	"	Roy Smith	Part of lot 203, township of Thorold, county of Welland, Ont....
18540	Aug. 12.	O. Howell & A. Dougherty.	Part of lot 30, township of Thorold, county of Welland, Ont....
18616	Sept. 23.	Town of Welland.. . . .	Part lot 25, concession 5, township of Crowland, county of Welland, Ont.
18766	Nov. 22	The Niagara, St. Catharines and Toronto Ry. Co.	Privilege to lay, &c., railway crossing over feeder and reserve land in 6th and 7th concessions, township of Crowland, county of Welland, Ont., and land.....
18768	" 20	The Welland Club, Ltd..	Parts of lots 25 and 26, Con. 5, township of Crowland, county of Welland, Ont.....
1911.			
18929	Feb. 4	Charles Shirton.....	North side of canal feeder, Dunville, Ont.....
18958	Mar. 16	Town of Welland... . .	Parts of lots 25 and 26, concession 5, township of Crowland, county of Welland, Ont.....
19011	" 25	The Ontario Power Company of Niagara Falls.	Privilege to erect, &c., power transmission line upon canal reserve and over canal near lock No. 4, St. Catharines, Ont...
19055	" 29	John Parry.	Land on north side of canal feeder between Bridge and Maple streets, Dunnville, county of Haldimand, Ont.

August 21st, 1911.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Concluded.*

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
.....	During pleasure.	May 1, 1910.	10 00	May 1 ...	May 1, 1910
8.75 ac	" .. "	1, 1910.	5 00	" 1....	" 1, 1910
0.016 ac.....	" .. Apr.	1, 1910.	10 00	April 1....	April 1, 1910
.....	" .. "	1, 1910.	1 00	" 1...	" 1, 1910
.....	" .. "	1, 1910.	50 00	" 1 ...	" 1, 1910
0.22 ac.....	21 years, ren'ble.	Mar. 1, 1910.	10 00	Mar. 1....	Mar. 1, 1910
.....	During pleasure.	July 1. 1910.	5 00	July 1....	July 1, 1910
8.89 ac.....	21 years, ren'ble.	" 1, 1910.	25 00	" 1....	" 1, 1910
6.10 ac.....	During pleasure.	May 1, 1910.	10 00	May 1 ...	May 1, 1910
3.04 ac.....	" .. July	1, 1910.	3 00	July 1....	July 1, 1910
0.43	" .. May	1, 1910.	1 00	May 1....	May 1, 1910
0.95	21 years, ren'ble.	Oct. 1, 1910.	25 00	Oct. 1...	Oct. 1, 1910
1.17 ac.....	" .. Nov.	1, 1910	20 00	Nov. 1....	Nov. 1, 1910
0.06 ac.....	During pleasure.	" 1, 1910.	10 00	" 1..	"
1.96 ac	" .. Dec.	1, 1910.	1 00	Dec. 1...	Dec. 1, 1910
...	" .. Mar.	1, 1911.	25 00	Mar. 1....	Mar. 1, 1911
0.15 ac.....	" ..	1, 1911.	5 00	" 1....	"

H. F. ALWARD,
Departmental Solicitor.

2 GEORGE V., A. 1912

PROPERTY leased to the Department of Railways and Canals by
INTERCOLONIAL

No. of Lease.	Date of Signa ture.	Lessor.	Lands or Rights demised.
	1911.		
18925	Jan. 27	Barthelemi Masse (Son of Henry)	Privilege to draw water from river, &c., supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18926	" 27	Barthelemi Masse (Son of Etienne).	Privilege to draw water from river, &c., supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18927	" 27	David Cote.	Privilege to draw water from river, &c. ' supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18932	" 31	G.T.R..	Space on 4th floor "Canadian Express Buildings".....

RIDEAU

	1910.		
18526	May 19	Richard Young.	"Sandstone Quarry", situation on lot 8, concesssion 7, township of North Crosby.....

TRENT

	1910.		
18523	July 5	John Collins.....	Land between Front street and Trent river and privilege to erect small temporary wharf on river bank of canal.....
	1911.		
18959	Feb. 28	Bennet and Goodwill....	Office space on 2nd floor of building, Water St. Peterborough..

August 21st, 1911.

SESSIONAL PAPER No. 20

various parties during the Fiscal Year ended March 31, 1911.

RAILWAY.

Area.	Term.	Commence- ment of Term.	TERM OF PAYMENT.		
			Annual Rental.	Due each Year.	First instalment Due.
			\$ cts.		
.....	During pleasure....	July 1, 1910...	25 00	July 1 ..	July 1, 1910...
.....	"	" 1, 1910...	25 00	" 1....	" 1, 1910...
.....	"	" 1, 1910...	25 00	" 1....	" 1, 1910...
3,500 square feet...	5 years	Jan. 1, 1911...	3,600 00	Jan. 1 . . .	Jan. 1, 1911...

CANAL.

40 acres	Yearly	May 19, 1910....		*	
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CANAL.

0.46 ac.....	1 year, renewable ..	June 10, 1910...	50 00	June 10 . . .	June 10, 1910...
1,250 square feet...	3 years.....	Mar: 1, 1911...	450 00	Quarterly	Mar. 1, 1911...

* 50c per cubic yard of stone taken.

H. F. ALWARD,
Departmental Solicitor.

2 GEORGE V., A. 1912

PROPERTY CONVEYED to the Department of Railways and Canals
INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
18517	June 17..	Cyrille P. Delage <i>et al</i>	Part of lot 614
	1909.		
*18543	Aug. 19..	Imperial Oil Co., Ltd..	Land on Campbell Road
	1910.		
*18544	Jan. 4..	James Day.	Land in.....
	1909.		
*18545	Dec. 28.	Luke Day <i>et ux.</i>	Land in.....
	1910.		
*18546	Mar. 22..	Jas. Lipsett <i>et ux.</i>	Land at covered bridge.....
*18547	" 22..	James McGivney <i>et al.</i>	" "
*18548	" 22..	Jas. A. McLaggan <i>et al.</i>	" "
*18549	" 22..	John A. McDonald <i>et ux</i>	" "
*18550	" 22	Thos. W. Sutherland <i>et al</i>	" "
*18551	" 21..	Alex. Urquhart <i>et ux.</i> ..	" "
*18552	Jan. 4..	Emma E. Parsons <i>et al</i>	Land in ward 6.....
*18553	" 3..	Sydney Bamford <i>et al.</i>	Land one mile east of.....
18554	May 6..	Silas W. Copp <i>et ux.</i> ...	Land in
18555	" 6..	S. Edgar Dixon <i>et ux.</i> ..	Land in.....
	1909.		
*18568	Nov. 23..	Mercy A. Church <i>et al.</i>	Land near.....
	1910.		
18569	May 25..	W. S. Cunard <i>et al.</i>	Land and land covered with water on N. E. side of Campbell Road and S. of road and Bedford Basin
	1909.		
*18570	Aug. 25..	Institution for the Deaf and Dumb.....	Land and land covered with water on the E. side of the Strait of Canso.
	1910.		
*18571	Mar. 7..	Institution for the Deaf and Dumb <i>et al</i>	Parcel of land and land covered with water.....
*18572	" 7..	Institution for the Deaf and Dumb <i>et al.</i>	Land on E. side Strait of Canso
18749	July 30..	Marshall Stewart <i>et ux</i>	Land at
18968	April 7.	Fred'k C. Durant.....	Land, beach and flats covered by water at flood tide at.....
	1905.		
*18983	Aug. 22..	Wilfred Houle.....	Lot 528.....
*18984	Sept. 21..	Onésime Provencher ..	Lots 449 and 450
*18985	Aug. 1..	Ovide Brouillard.....	Parts of lots 438, 439, 440, 443, 446, 452, 453, 454, 456 and all Lots 442 and 445.....
*18986	Aug. 4..	Emmanuel Parent.....	Part of lot 528.

*Two late for last years report.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Fraserville.....	Temiscouata, Que.....	93,203 sq. ft.....	7,217 01	
Halifax.....	Halifax, N.S..	16,915) 12,026) sq. ft. . . .	1 00	
North Sydney...	Cape Breton, N.S.....	6,374 sq. ft. . . .	300 00	
"	" "	8,433 sq. ft. . .	1,643 63	
St. Mary's	York, N.B.	0.60 acres.....	25 00	
"	"	0.76 acres.....	20 00	
"	"	0.88 acres . . .	25 00	
"	"	0.52 acres . . .	20 00	
"	"	1.47 acres.....	25 00	
"	"	0.56 acres.....	20 00	
Halifax.....	Halifax, N.S.	9.757 sq. ft. . . .	88 92	
Boies Town.....	Northumberland, N.B...	5.8 acres.....	350 00	
Sackville.....	Westmoreland, N.B.....	0.116 acres. . .	50 00	
"	" "	0.979 acres.....	400 00	
Bedford Station.....	Halifax, N.S.....	6.12 acres.....	210 00	
Halifax.	"	668,427 sq. ft....	10,000 00	
Point Tupper.. . . .	Richmond, N.S.....	41,125 sq. ft . . .	2,156 25	
"	"		1 00	
"	"	75,000 sq. ft. . . .	3,750 00	
Portage.....	Kings	1.32 acres.....	100 00	
St. John.....	St. John		1 00	Exchange of land.
Ste. Perpétue	Nicolet, Que.....	2.45 acres.....	350 00	
Mitchell.....	"	0.31 acres . . .	300 00	
"	"	1.82	679 28	
Ste. Perpetue.....	Nicolet, Que.....	5.64 ac.....	357 00	

2 GEORGE V., A. 1912

PROPERTY CONVEYED to the Department of Railways and Canals
INTERCOLONIAL

No. of Deed	Date of Deed.	Grantor.	Lot.
1910.			
18987	Sept. 14.	Etienne Couture....	Privilege to lay, etc. pipe line on lots 183 and 184 of.....
18988	" 14.	Philippe Dube.....	Privilege to lay, etc. pipe line on lot 185.
18989	Oct. 15.	Alphonse Lauzier.....	Privilege to lay, etc. pipe line on lot 279.....
19001	June 30.	Parish of St. Paul's, Halifax, N.S.	Land on Campbell Road.....
19047	Dec. 21.	George P. Bernier....	Lot 159, con. 1.....
1908.			
19079	May 18.	The St. John Bridge & Railway Extension Co	Land at St. John, N.B.....
1910.			
19114	Dec. 29.	Napoleon Govang <i>et ux</i>	Lot 16.....
1911.			
19115	Jan. 14	Lawrence T. Joudry <i>et ux</i>	Lot 12.....
1910.			
19116	Dec. 31.	W. M. & S. O. Hum- phrey <i>et al.</i>	Lot 2½a.....
19117	" 17.	Madeline Quinn <i>et al.</i>	Lots 8 and 8a.
19118	" 16.	John Winter.....	Lot 13.....
19119	" 16.	Austen A. Allen <i>et ux.</i>	Lot 6.....
19120	" 23.	Margaret McFarlane..	Lot 11.....
19121	" 17.	Hon. C. W. Robinson <i>et ux.</i>	Lots 4, 4½, 5 and 5a.
19122	" 3.	Hon. H. R. Emmerson (estate of Hanna Spurr)	Lots 3a, 3b, 3c and 3d.....
19123	Oct. 1.	Margaret Gannon.....	Land in.....
19124	Aug. 30.	Pius Gannon <i>et ux.</i>	Land in.....
1911.			
19125	Mar. 25.	Emile Dube.....	Part of cadastral lot 614..

RIDEAU

1910.			
18447	Apr. 28.	Hugh Graham <i>et ux.</i>	Part of lot 8, con. 1

TRENT

1910.			
18446	June 4	R. P. Armstrong.....	Part of lot 9, con. 8
18516	" 24	Dolly A. Hurst.	Part of lot 37.....
18556	July 2.	Harry Nugent <i>et ux.</i>	Land in.....
18573	" 20.	Patrick S. McDonald <i>et ux.</i>	Parts of lots 47 and 48, on S. side of Portage Road.
1904.			
18578	July 22	Department of Public Works of Ontario.	Transferring all locks, dams, rights in water and flooded lands in water tributary to the Trent System....

* Too late for last year's report.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911—*Continued.*

RAILWAY *Concluded.*

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
St. Pierre du Lac (Cedar Rimouski, Que. Hall).			25 00	
" " " "			50 00	
" " " "			50 00	
Halifax.....	Halifax, N.S.....	2.495 ac.....	1,309 25	
Cap St. Ignace	Montmagny, Que.	0.22 arp.....	1,500 00	
St. John	St. John, N.B.....	35,100 sq. ft. . .		Exchange of land.
Moncton ..	Westmoreland, N.B.....	4,343 sq. ft.....	945 00	
"	" "	0.24 ac.....	950 94	
"	" "	0.06 ac	57 75	
"	" "	1.85.....	1,429 05	
"	" "	1.7 ac.....	4,884 60	
"	" "	0.02 ac.....	1,515 15	
"	" "	0.25 ac	2,733 15	
"	" "	2.285 ac.	3,081 75	
"	" "	8.352 1/2 ac.	14,221 20	
North Sydney.	Cape Breton, N.S.	13,516.8 sq. ft..	600 00	
"	" "	31,218 sq. ft. . .	500 00	
Fraserville	Temiscouata, Que.....	34,000 sq. ft. ...	2,095 90	

CANAL.

Gloucester	Carleton, Ont.....	5.33 ac.	200 00
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CANAL.

Sydney	Hastings, Ont.	0.39 ac	200 00
"	"	0.02 ac	30 00
"	"	0.2 ac	100 00
Eldon	Victoria, Ont.	25.6 ac	512 00

..... Order in Council

No. of Deed.	Date of Deed.	Grantor.	Lot.
1908.			
*18607	Aug. 10.	Caroline Grant.....	Land in village of.....
*18608	Sept. 15..	Maryette Glover.....	Parts of 107 and 108, con. 1, W. of Yonge st
*18609	" 22..	Thos. Smith <i>et ux</i>	Part of 108 " " "
*18610	Oct. 8..	Wm. Luck <i>et ux</i>	Part of 107 " " "
*18611	" 9..	Jno. Salter <i>et ux</i>	Parts of 12 and 13 " E. of Yonge st.
*18612	Nov. 13..	G. B. Thompson <i>et ux</i> .	Parts of 107 and 108, " W. "
1909.			
*18613	Nov. 6..	Orren A. Huffman <i>et ux</i>	Parcels 52, 53, 54, 55 and 56
	Mar. 24..		
1910.			
18740	Oct. 26..	James Whitton <i>et al</i> ..	Block XXXV town of.....
1908.			
*18741	Mar. 16..	T. Thompson <i>et ux</i>	Part of 108, con. 1, W. of Yonge st.....
*18742	June 6..	Jos. W. Brammer.....	Part of lot 9, con. 1, E. of Yonge st
*18743	" 6..	Mary Williams..	Parts of lots 6 and 7, con. 2, E. of Yonge st.
*18744	July 18 .	Isaac James <i>et ux</i>	Part of 109, con. 1, W. of Yonge st.....
*18745	Aug. 28..	E. C. Sheppard <i>et al</i> ..	Part of 110, " S, "
*18746	" 28..	Wm. Pitchford <i>et ux</i> ..	Part of 9, " S, "
*18747	May 26..	Chas. E. Lundy <i>et ux</i> ..	Part of 8, " 2, E, "
*18770	June 6..	Sarah Daly <i>et mar</i>	Land in village of.....
1910.			
18776	Nov. 16 .	Mary Ann Miller.....	Parts of 6, 7 and 8, block XIV, S. of Balaclava st.....
18777	" 12..	Alfred H. McKeel <i>et ux</i>	Lots 4 and 5, block XXVI, E. of Grand Road....
18790	Dec. 3 .	Samuel Bayes <i>et ux</i>	Lots 37 and 38 and parts of 36, 39 and 40, block XLI, E. side of Grand Road and W. of Henrietta st.....
18791	Nov. 25..	William Runnels <i>et ux</i> .	Lot 35 and part of 36, block XLI, E. of Grand Road.....
18792	" 21..	Eliza O. Clark.....	Lot 1, block XXVI, E. Grand Road.....
18793	" 26..	Isabella Innis <i>et al</i> ...	Lot 41, block XLII, W. of Henrietta st., and lot 4, block XXXVIII E. of Henrietta st.....
18879	Dec. 12..	Robt. Fox <i>et ux</i>	Block XXVII, E. of Grand Road.....
1908.			
*18880	Feb. 26..	Jas. W. Sloane.....	Land in village of Holland Landing.
*18881	Aug. 7-8..	W. D. Glover <i>et ux</i> ...	Parts of 106, con. 1 " "
*18882	Oct. 8..	Jno. F. Dalton ...,...	" " 1 " "
1910.			
18883	Dec. 14..	F. G. Mitchell <i>et ux</i> ...	Lot 6, block XXVI E, Grand Road
1908.			
*18884	Oct. 9..	Wm. Luck <i>et ux</i>	Land in village of.....

* Too late for last year's report.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911.—Continued.

CANAL—Continued.

District.	County.	Area.	Amount.	Remarks.
Holland Landing.....	York, Ont.....	2 37 acres	537 00	
E. Gwillimbury.....	"	5 acres	500 00	
"	"	5 11 acres	400 00	
"	"	2 50 acres	250 00	
"	"	0 34 acres	125 00	
"	"	0 42 acres	25 00	
Sydney.....	Hastings, Ont	5 54 acres	4,700 00	
Campbellford.....	Northumberland.....	0 32 acres	5,500 00	
E. Gwillimbury.....	York, Ont.....	3 4 acres	221 00	
"	"	5 92 acres	658 00	
"	"	20 50 acres	2,550 00	
"	"	6 25 acres	187 50	
"	"	5 80 acres	217 50	
"	"	1 50 acres	52 50	
"	"	26 10 acres	3,100 00	
Holland Landing.....	"	18 35 acres	2,000 00	
		0 81 acres		
Campbellford.....	Northumberland	0 426 acres	700 00	
"	"	0 86 acres	4,800 00	
"	"	1 06 acres	2,600 00	
"	"	0 20 acres	5,000 00	
"	"	0 41 acres	1,600 00	
"	"	0 14 acres	1,500 00	
"	"	0 25 acres		
"	"	0 38 acres	1,350 00	
E. Gwillimbury.....	York, Ont.....	0 30 acres	30 00	
		0 03 acres		
"	"	0 48 acres	30 00	
		0 10 acres		
"	"	0 19 acres	470 00	
			25 00	
Campbellford.	Northumberland	0 38 acres	2,100 00	
Holland Landing.....	York, Ont.....	1 94 acres	194 00	

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911—*Continued.*CANAL—*Concluded.*

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Campbellford.....	Northumberland, Ont....	0·26 acre	2,600 00	
"	"	0·28 acre	325 00	
"	"	0·22 acre	1,100 00	
"	"	0·34 acre	450 00	
"	"	0·26 acre	475 00	
"	"	0·24 acre	2,100 00	
"	"	0·38 acre	1,300 00	
E. Gwillimbury.....	York, Ont.....	5·75 acre	90 00	
"	"	0·21 acre	430 00	
"	"	0·19 acre	285 00	
Campbellford.....	Northumberland, Ont....	0·06 acre	1,200 00	
Campbellford.....	"	0·08 acre	1,200 00	
"	"	1 acre.....	1,550 00	
"	"	0·25 acre	200 00	
E. Gwillimbury.....	York, Ont.....	6·4 acre.....	128 00	
"	"	0·22 acre	500 00	
"	"	3·09 acres.....	158 50	
Campbellford.....	Northumberland, Ont....	1·03 acre	900 00	
"	"	0·13 acre	1,000 00	
"	"	0·06 acre	1,300 00	
"	"	0·55 acre	2,000 00	
"	"	0·001 acre	75 00	
"	"	0·33 acre	50 00	
"	"	0·007 acre	10 00	
"	"	0·045 acre	50 00	
"	"	0·35 acre	50 00	
"	"	0·02 acre	25 00	
Carden.....	Victoria, Ont.....	0·54 acre	25 00	
Harvey.....	Peterborough, Ont.....	.....	75 00	
Eldon.....	Victoria, Ont.....	1·64 acre	32 80	
Sydney.....	Hastings.....	1·02 acre	1 00	
Murray and Sydney.....	" .....	.....	.....

2 GEORGE V., A. 1912

PROPERTY CONVEYED to the Department of Railways and Canals

WELLAND

No. of Deed.	Date of Deed.	Granted.	Lot.
1910.			
18748	Oct. 11..	Harry Leslie <i>et ux</i>	Part of Lot 1, N. side of Sugar Leaf St
18771	Nov. 11..	Ellen E. Carter <i>et al.</i> ..	Part of Block " B ", Port Colborne and part Lot 29, Con. 1..
18772	Nov. 10..	De-Witt Carter <i>et ux</i> ..	Part Lot 29, Con. 1.....
18778	Nov. 9..	Sylvester Manning <i>et</i> E. part of Block " A ".....	.....
1911.			
19046	Jan. 2..	Jane Cunningham.....	Deed of surrender of all interest in water-power held under Attorney's No. 14998

AUGUST 21, 1911.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911—*Concluded.*

CANAL.

District.	County.	Area.	Amount.	Remarks.
Port Colborne.	Welland, Ont.	0·043 acre. . . .	325 00	
Humberstone.	"	0·126 acre.	2,000 00	
"	"	0·11 acre	125 00	
Port Colborne	"		125 00	
	"			

H. F. ALWARD,
Departmental Solicitor.

2 GEORGE V., A. 1912

LETTERS PATENT Granted by His Majesty the
INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1910.		
18365	April 15..	Andrew Loggie <i>et al.</i> ..	Railway reserve at.
18449	April 4..	Fred'k C. Durant.....	" I.C.R. Ballast Wharf " for sugar refinery.....
18913	Dec. 29..	The Saint John Bridge and Railway Extension Company.	Land in.. ...

AUGUST 21, 1911.

SESSIONAL PAPER No. 20

King, during the Year ended March 31st. 1911.

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			\$ cts.	
Dalhousie.	Restigouche, N. B.	2,400 sq. ft. ....	.....
St. John.	St. John, N. B.	8·19 acres.	1 00	Exchange of land.
"	"	35,108 sq. ft.	††	Supersedes No. 17424.

H. F. ALWARD,
Departmental Solicitor.

††Exchange of land .

2 GEORGE V., A. 1912

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
1910.				\$ cts.
18371	April 19.	Mrs. Nellie MacPherson.	Damages for injuries sustained through an accident at or near Trenton, N.S.	250 00
18459	May 19.	Michael Vendetti.	Damages for injuries sustained at Nash's Creek Station, Restigouche county, N.B., while travelling as a passenger.	135 00
18664	April 7.	Henry N. Paint.	For all claims for injuries to lands and lands covered with water conveyed to His Majesty by Deeds Nos. 18570, 18571, 18572.	1 00
18665	Aug. 24.	Mary A. McLean, <i>et al</i>	Damages by fire to land at Munro's Bridge, Inverness county, N.S.	70 00
1911.				
18889	Jan. 2.	James A. Chisholm.	Damages for injuries sustained at River John Station, N.S.	1,000 00
18938	" 25.	Paul Anctil.	Damages incidental to closing of crossing over I.C.R. at Fraserville, Que.	250 00
18967	Feb. 10.	Julia McNutt widow of Charles G. McNutt).	Compensation for death of husband, occasioned by movement of engine in Truro yards.	100 00

CHAMBLY CANAL.

1908.				
18557	Dec. 6.	Daniel Mullarkey.	Damages by flooding to lots 338 and 345, Parish of St. Joseph de Chambly, county of Chambly, Que.	350 00

LACHINE CANAL.

1910.				
18512	April 28.	Mary Evers <i>et al</i>	Compassionate allowance consequent upon death of James Evers.	1,000 00

TRENT CANAL.

1910.				
18448	May 27.	Andrew G. Hogg <i>et al</i> .	Damages to W. $\frac{1}{2}$ lot 7, concession 8, and to lots 5, 6 and 7, concession 7, township of N. Monaghan, county of Peterborough, Ont.	2,000 00
18468	April 30.	Jos. Oliver <i>et al</i> .	Damages to lot 17, concession 16 and lot 18, concession 17, township of Harvey, county of Peterborough, Ont.	138 00
18469	May 12.	Martin A. McNamara <i>et al</i> .	Damages to lot 9, concession 9, township of N. Monaghan, county of Peterborough, Ont.	1,715 00
18508	June 16.	Jno. and J. McGuire <i>et al</i> .	Damages to lots 'A' and 'B', concession 15, township of Harvey, county of Peterborough, Ont.	57 00
18509	June 2.	Ann Graham <i>et al</i> .	Damages to S. $\frac{1}{2}$ of lot 28, concession 15, township of Smith, county of Peterborough, Ont.	120 00
18510	May 18.	Absalom Northey <i>et al</i>	Damages to N. $\frac{1}{2}$ of lot 25, concession 13, and lot 25, concession 14, township of Smith, county of Peterborough, Ont.	15 00
18511	June 18.	Henry H. Grubbe.	Damages to island No. 82, township of Burleigh, county of Peterborough, Ont.	50 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL - *Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
1910.				\$ cts.
18514	Sept. 27..	Jas. E. Whittington <i>et al.</i>	Damages to E. $\frac{1}{2}$ of lot 16, concession 2, township of S. Monaghan, county of Peterborough, Ont.	200 00
18515	June 21..	Alex. Morrison <i>et ux.</i>	Damages to N. $\frac{1}{2}$ of lot 1, concession 2, township of Ennismore, county of Peterborough, Ont.	96 00
18582	July 13..	Edward Armstrong <i>et al.</i>	Damages to lot 26, concession 15, township of Smith, county of Peterborough, Ont.	54 00
1909.				
*18583	June 28	Amos J. Shearer <i>et al.</i>	Damages to N. $\frac{1}{2}$ of lot 9, concession 3, township of Alnwick, county of Northumberland, Ont.	320 00
...	Dec. 1	.....	Damages to lot 9, part of lot 10 and N. part of lot 8, concession 4, township of Alnwick, county of Northumberland, Ont.	80 00
1910.				
18584	July 15..	James Robertson <i>et al.</i>	Damages to E. $\frac{1}{2}$ of lot 17, concession 1, township of Otonabee, county of Peterborough, Ont.	200 00
18585	Aug. 11..	John O'Brien	Damages to N. $\frac{1}{2}$ of the N. $\frac{1}{2}$ of lot 5, concession 8, township of Ennismore, county of Peterborough Ont.	56 00
18586	July 25..	Francis Burnet ...	Damages to E. $\frac{1}{2}$ of lot 7, concession 1, township of Asphodel, county of Peterborough, Ont.	450 00
18587	" 23.	Thomas Gordon <i>et al.</i>	Damages to island No. 5, township of Dummer, county of Peterborough, Ont.	70 00
18588	" 8	Robt. J. Tully <i>et al.</i> ...	Damages to lots 1 and 2, concession 4, township of Smith, county of Peterborough, Ont.	168 00
18589	May 25..	Daniel Cavanagh <i>et al.</i>	Damages to S. $\frac{1}{2}$ of lot 6, concession 10, township of Ennismore, county of Peterborough, Ont.	50 00
1909.				
*18590	July 13..	Thomas N. Bell ...	Damages to N. $\frac{1}{2}$ of lot 16, concession 9, township of Smith, county of Peterborough, Ont.	32 00
*18591	Mar. 22.	Patrick Brick <i>et al.</i> ...	Damages to E. $\frac{1}{2}$ of lot 3, concession 19, and E. $\frac{1}{2}$ of lot 4, concession 10, township of Verulam, county of Victoria, Ont.	200 00
18592	July 19..	Thomas McConnell <i>et al.</i>	Damages to the S. $\frac{1}{2}$ of lot 16, concession 5, township of Emily, county of Victoria, Ont.	225 00
18593	" 8..	John T. S. Switzer..	Damages to the N. $\frac{1}{2}$ of 17, concession 4, township of Emily, county of Victoria, Ont.	135 00
18622	" 21..	Jno. J. English <i>et ux.</i>	Damages to the block 'A,' township of Hastings, county of Northumberland, Ont.	65 00
18623	" 11.	Mary Ann McIlmoyle.	Damages to the E. $\frac{1}{2}$ of lot 3, concession 6, township of S. Monaghan, county of Northumberland, Ont.	40 00
18624	Aug. 23..	Patrick P. Young <i>et ux.</i>	Damages to lot 26, concession 4, township of Douro, county of Peterborough, Ont.	200 00
18625	Sept. 28	Margaret Cleary <i>et al.</i>	Damages to parts of lot 3, concession 12, township of Douro, county of Peterborough, Ont.	375 00
18626	" 14..	Harry G. Stubbs <i>et al.</i>	Damages to Island 11, township of S. Burleigh, county of Peterborough, Ont.	350 00
18527	Aug. 30..	Charles Coben <i>et al.</i> ...	Damages to lots 32 & 33, concession 17, township of Galway, county of Peterborough, Ont.	125 0
18628	July 9..	Law're F. Mitchells <i>et ux.</i>	Damages to broken lot 11, concession 15, township of Otonabee, county of Peterborough, Ont.	36 00

* Too late for last year's report.

2 GEORGE V., A. 1912

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Re-lease.	Date of Release.	Grantor.	Description.	Amount.
	1910			\$ cts.
18529	Aug. 17..	Jno. Wilson <i>et al.</i>	Damages to W. $\frac{1}{2}$ of the E. $\frac{1}{2}$ of lot 30, concession 11, township of Otonabee, county of Peterborough, Ont.	300 00
18630	" 31..	J. Ashburn & W. Robertson <i>et al.</i>	Damages to lot 7, concession 7, township of Otonabee, county of Peterborough, Ont.	15 00
18631	June 25..	Wm. Irwin <i>et al.</i>	Damages to lot 13, concession 10 and lot 1, concession 13, township of Harvey, county of Peterborough, Ont.	213 00
18632	July 20..	Mary H. Kelly <i>et al.</i>	Damages to Broken lots 4 and 5, concession 18, township of Harvey, county of Peterborough, Ont.	126 00
18633	" 8..	Thos. H. Arscott <i>et al.</i>	Damages to N. $\frac{1}{2}$ of the W. $\frac{1}{2}$ of lot 21, concession 16, township of Harvey, county of Peterborough, Ont.	70 00
18634	" 25..	Sarah A. Yelland <i>et al.</i> ..	Damages to island 3, in Stoney Lake, township of Burleigh, county of Peterborough, Ont.	80 00
18635	June 20..	K. A. S. Traill.....	Damages to island 24, township of S. Burleigh, county of Peterborough, Ont.	100 00
18636	" 28..	Levi Payne <i>et ux.</i>	Damages to part of S. W. part of Horseshoe island, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	100 00
18637	July 8..	Roland C. Strickland....	Damages to N. part of Island 1, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	0 00
18638	Aug. 29..	Wm. J. Hopwood <i>et al.</i> ..	Damages to block 'C', township of Smith, county of Peterborough, Ont.	150 00
18639	" 8..	Jessie L. Graham <i>et al.</i> ..	Damages to island 17, township of Smith, county of Peterborough, Ont.	200 00
18640	July 20..	Mary H. Kelly <i>et al.</i>	Damages to lots 12, 13, 14 and 15, village of Bridgenorth, township of Smith, county of Peterborough, Ont.	100 00
18641	" 7..	Wm. Udy <i>et ux.</i>	Damages to lots 9 and 10, township of Smith, county of Peterborough, Ont.	50 00
18642	June 25..	Thos. H. Graham.....	Damages to lot 6, concession 5, township of Smith, county of Peterborough, Ont.	75 00
18643	" 25..	Jno. Shannahan <i>et al.</i>	Damages to N. $\frac{1}{2}$ lot 2, concession 7, township of Ennismore, county of Peterborough, Ont.	280 00
18644	" 21..	Michael Perdue.....	Damages N. $\frac{1}{2}$ lot 2, concession 3, township of Ennismore, county of Peterborough, Ont.	280 00
18645	Aug. 16..	Jeremiah Carew <i>et al.</i>	Damages to N. $\frac{1}{2}$ lot 2, concession 5, township of Ennismore, county of Peterborough, Ont.	245 00
18646	Sept. 17..	Jno. J. Lundy <i>et al.</i>	Damages to N. $\frac{1}{2}$ lot 1, concession 4, township of Ennismore, county of Peterborough, Ont.	210 00
18647	Aug. 1..	Timothy Murphy <i>et ux.</i> ..	Damages to N.E. $\frac{1}{4}$ of lot 4, concession 8, township of Ennismore, county of Peterborough, Ont.	120 00
18648	July 22..	Timothy Murphy <i>et al.</i> ..	Damages to E. $\frac{1}{2}$ of the S. $\frac{1}{2}$ of lot 5, concession 9, township of Ennismore, county of Peterborough, Ont.	146 00
18649	Aug. 20..	Thos. O'Reilly <i>et al.</i>	Damages to S. $\frac{1}{2}$ of lot 2, concession 4, township of Ennismore, county of Peterborough, Ont.	315 00
18650	" 9..	Thos. Flood <i>et ux.</i>	Damages to S. $\frac{1}{2}$ of N. $\frac{1}{2}$ of lot 6, concession 9, township of Ennismore, county of Peterborough, Ont.	120 00
18651	July 23..	James Murphy	Damages to W. $\frac{1}{2}$ of S. $\frac{1}{2}$ of lot 5, concession 9, township, of Ennismore, county of Peterborough, Ont.	129 00
18652	" 16..	Jno. F. Collins <i>et al.</i> ..	Damages to N. $\frac{1}{2}$ of lot 2, concession 2, township of Ennismore, county of Peterborough, Ont.	160 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			\$ cts.
18653	July 18..	Jno. Geary <i>et al.</i>	Damages to lot 3, concession 3, township of Peterborough, Ont.	120 00
18654	Aug. 9..	C. M. Murphy <i>et al.</i>	Damages to the E. $\frac{1}{2}$ of the S. $\frac{1}{2}$ of lot 4, concession 9, township of Ennismore, county of Peterborough, Ont.	150 00
18655	July 23..	Michael O'Connell <i>et al.</i> ..	Damages to the S. $\frac{1}{2}$ of lot 18 and the S. $\frac{1}{2}$ of the N. $\frac{1}{2}$ of lot 19, concession 6, township of Emily, county of Victoria, Ont.	225 00
18656	" 8..	Wm. Kearns <i>et ux.</i>	Damages to S. $\frac{1}{2}$ of lot 20, concession 8, township of Emily, county of Victoria, Ont.	90 00
18657	" 12..	Wm. Nurse <i>et ux.</i>	Damages to S. $\frac{1}{2}$ of lot 23, concession 7, township of Emily, county of Victoria, Ont.	96 00
18658	Aug. 27..	Wm. J. Perdue <i>et al.</i> ...	Damages to N. $\frac{1}{2}$ of lot 23, concession 7, township of Emily, county of Victoria, Ont.	150 00
18659	June 24..	Mary R. Clifford.....	Damages to lot 4, Elizabeth Street, Cobocok township of Emily, county of Victoria Ont.	2,000 00
18660	July 16..	Philip Lafolley..	Damages to E. $\frac{1}{2}$ of lot 12, concession 7, township of Emily, county of Victoria. Ont.	60 00
18661	June 29..	Wm. S. Hunter.....	Damages to lot 5, concession 19, township of Verulan, county of Victoria, Ont.	56 00
18662	July 11..	Wm. Fitzpatrick <i>et ux.</i> ...	Damages to W. $\frac{1}{2}$ of lot 16, concession 9, township of Emily, county of Victoria, Ont.	100 00
18663	" 15..	Moses Ruth <i>et al.</i>	Damages to S. $\frac{1}{2}$ of lot 17, concession 5, township of Emily, county of Victoria, Ont.	165 00
18674	" 22..	Mary H. Kelly <i>et al.</i>	Damages to part lot 12, E. side of Communication Road, township of Smith, county of Peterborough, Ont.	100 00
18675	Aug. 30..	Patrick P. Young.....	Damages to lot 3, concession 10, township of Burleigh, county of Peterborough, Ont.	300 00
18676	Apl. 1..	Annie McClelland <i>et al.</i> ..	Damages to part lot 12, concession 16, township of Otonabee, county of Peterborough, Ont.	750 00
18677	Sept. 16..	Francis R. Elmhirst <i>et al.</i>	Damages to lots 11 and 12, concession 3, township of Otonabee, County of Peterborough, Ont.	130 00
18678	" 14..	Geo. W. Wood..	Damages to W. $\frac{1}{2}$ and part of E. $\frac{1}{2}$ of lot 16, concession, township of Otonabee, county of Peterborough, Ont.	387 00
18679	July 20..	Jno. Geary <i>et al.</i>	Damages to E. part of S. $\frac{1}{2}$ of lot 1, concession 4, township of Ennismore, county of Peterborough, Ont.	115 00
18680	June 29..	Ellen O'Brien.....	Damages to S. $\frac{1}{2}$ of N. $\frac{1}{2}$ of lot 5, concession 8, township of Ennismore, county of Peterborough, Ont.	49 00
18681	Aug. 19..	Jno. J. O'Reilly <i>et al.</i>	Damages to N. $\frac{1}{2}$ of lots 3 and 4, concession 3, township of Ennismore, county of Peterborough, Ont.	400 00
18682	June 28..	Lawrence Twomey <i>et al.</i> ..	Damages to N. $\frac{1}{4}$ of lot 5, concessions 3 and S. $\frac{1}{2}$ of lot 3, concession 4, township of Ennismore, county of Peterborough, Ont.	480 00
18683	July 4..	Michael Geary <i>et al.</i> ...	Damages to S. $\frac{1}{2}$ of lot 2, concession 3, township of Ennismore, county of Peterborough Ont.	160 00
18684	June 30..	Wm. Brown <i>et ux.</i>	Damages to lot 6, concession 10, township of Harvey, county of Peterborough, Ont.	120 00
18685	" 20..	Mary H. Kelly <i>et al.</i>	Damages to lots 6, 7 and 8, concession 17, township of Harvey, county of Peterborough, Ont.	161 00
18686	July 9..	John Chesney	Damages to W. 140 acres of lot 9, concession 9, township of Harvey, county of Peterborough, Ont.	60 00
18687	Sept. 13..	Geo. J. Lowes <i>et ux.</i>	Damages to S. $\frac{1}{2}$ of lot 19, concession 7, township of Emily, county of Victoria. Ont.	150 00
18688	July 8..	Geo. Franks <i>et ux.</i>	Damages to N. $\frac{1}{2}$ of lot 22, concession 6, township of Emily, county of Victoria, Ont.	64 00

2 GEORGE V., A. 1912

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL--Continued.

No. of Release.	Date of Signature	Grantor.	Description.	Amount.
1910.				\$ cts.
18689	July 14.	Fred'k A. McBain <i>et al.</i>	Damages to W. $\frac{1}{2}$ of lot 20, concession 4, township of Emily, county of Victoria, Ont.	72 00
18690	" 15..	Margaret J. Mills <i>et al.</i>	Damages to E. $\frac{1}{2}$ of lot 16, concession 4, township of Emily, county of Victoria, Ont.	25 00
18691	Sept. 28..	Wm. J. Clark <i>et ur.</i>	Damages to E. 50 acres of lot 23, concession 8, township of Emily, county of Victoria, Ont.	100 00
18694	" 24..	Michael J. O'Reilly <i>et al.</i>	Damages to N. $\frac{1}{2}$ of lot 5, concession 4, township of Ennismore, county of Peterborough, Ont.	175 00
18695	June 21..	Geo. Lintick	Damages to S. $\frac{1}{2}$ of lot 1, concession 3, township of Ennismore, county of Peterborough, Ont.	88 00
18696	Sept. 30..	Geo. R. Austin <i>et al.</i> ..	Damages to island '23A', Stoney Lake, township of Dummer, county of Peterborough, Ont.	50 00
18697	Aug. 26..	Lucinda Little <i>et al.</i> ..	Damages to W. $\frac{1}{2}$ lot 30, concession 6, and E. $\frac{1}{2}$ lot 31, concession 5, township of Dummer, county of Peterborough, Ont.	136 00
18698	Sept. 29..	Alice Sanders on <i>et al.</i>	Damages to Block 'A', township of Dummer, county of Peterborough, Ont.	90 00
18699	July 20..	Robt. P. Boucher <i>et al.</i>	Damages to Block 'B' and "C", concession 16, township of Harvey, County of Peterborough, Ont.	400 00
1908.				
18700	Dec. 16.	Ed. S. Piper <i>et al.</i>	Damages to island 17, Stoney Lake, township of S. Burleigh, county of Peterborough, Ont.	400 00
18701	Sept. 17..	Wm. Spence	Damages to N.E. $\frac{1}{2}$ of lot 8, concession 5, township of Emily, county of Victoria, Ont.	40 00
18702	Oct. 3..	Rev. M. F. Fitzpatrick..	Damages to E. $\frac{1}{2}$ of lot 9, concession 11, township of Percy, county of Northumberland.	80 00
8722	July 30..	Denis Sullivan <i>et al.</i> ..	Damages to lot 21, concession 9, township of Emily, county of Victoria, Ont.	120 00
18723	Sept. 17..	Jno. W. Sherin <i>et al.</i> ..	Damages to N. $\frac{1}{2}$ lot 18, concession 3, township of Emily, county of Victoria, Ont.	300 00
1909.				
*18724	Apr. 2.	Patrick Kelly <i>et al.</i>	Damages to lot 3, concession 10, township of Verulam, county of Victoria.	80 00
1910.				
18725	Sept. 13.	Robt. Kennedy <i>et al.</i>	Damages to part block "M," Bobcaygeon Mill Site and Mill business up to March 31, 1910, township of Verulam, county of Victoria.	300 00
18726	July 20.	Mary H. Kelly....	Damages to islands 5 and 6, Mud Lake, township of Ennismore, county of Peterborough, Ont.	150 00
18727	July 7.	Wm. Nichols <i>et ur.</i> ..	Damages to lot 12, concession 6 and lot 12, concession 7, township Smith, county of Peterborough, Ont.	75 00
18728	Aug. 27..	Chassie M. R. Tate <i>et al.</i>	Damages to lots 3, 4 and 5, concession 1, township of S. Burleigh, county of Peterborough, Ont.	240 00
18729	July 20.	Mary H. Kelly <i>et al.</i> ..	Damages to lot 9, concession 4, township of Ennismore, county of Peterborough, Ont.	150 00
18730	Aug. 20..	Wm. J. Clark <i>et ur.</i>	Damages to S. $\frac{1}{2}$ of lot 1, concession 5, township Ennismore, county of Peterborough, Ont.	280 00
18731	Sept. 7.	Daniel J. Doran <i>et al.</i>	Damages to N. $\frac{1}{2}$ 3, concession 6, township of Ennismore, county of Peterborough, Ont.	116 00
18732	(Nov. 7..)	Ella M. Matthews.....	Damages to lot 4, township of Smith, county of Peterborough, Ont.	100 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL *Continued.*

No. of Release.	Date of Signature	Grantor.	Description.	Amount.
	1910.			\$ cts.
18733	June 30.	Geo. W. Mann <i>et ux.</i>	Damages to lots 12, 13 and 14, concession 8 and lot 25, concession 17, township of Smith, county of Peterborough, Ont.	250 00
18734	Oct. 5	Wm. J. Peacock <i>et ux.</i>	Damages to lot 2, concession 18, township of Cavendish, county of Peterborough, Ont.	130 00
18735	July 30	Jno. Ball <i>et al.</i>	Damages to E. $\frac{1}{2}$ of E. $\frac{1}{2}$ of lot 7, concession 10, township of Harvey, county of Peterborough, Ont.	50 00
18736	" 19.	Robt. Thorne <i>et al.</i>	Damages to lot 16, concession 4, township of S. Monaghan, county of Northumberland.	630 00
18737	Sept. 3.	James Emberson <i>et al.</i>	Damages to lots 15 and 16, concession 3, township of S. Monaghan, county of Northumberland.	130 00
18738	" 20	Mary Sullivan <i>et al.</i>	Damages to N. $\frac{1}{2}$ of N. $\frac{1}{2}$ of lot 19, concession 6, township of Emily, county of Victoria, Ont.	150 00
18739	Oct. 12	Silas H. Crowe <i>et al.</i>	Damages to W. $\frac{1}{2}$ of lot 19, concession 17, of township of Harvey, county of Peterborough.	40 00
18758	July 30.	Jas. E. Kearney <i>et ux.</i>	Damages to Island 25, Otonabee R. opposite island 56, concession 12, township of Smith, county of Peterborough.	175 00
18759	Oct. 11.	David B. Macomb	Damages to part of lot 2 and parts of 2 and 3, township of Smith, county of Peterborough.	100 00
18760	June 25	Margaret J. and J. H. Newnham.	Damages to lots 18 and 19, concession 2, township of Smith, county of Peterborough.	36 00
18761	" 21.	Thos. G. Calvert <i>et ux.</i>	Damages to N. $\frac{1}{2}$ lot 1, concession 3, township of Ennismore, county of Peterborough.	50 00
18762	Aug. 10.	Township of Ennismore.	Damages to roads, highways, etc., in township of Ennismore, county of Peterborough.	1,600 00
18763	July 20.	Mary H. Kelly <i>et al.</i>	Damages and broken lots 14 and 15, concession 12, township of Harvey, county of Peterborough.	75 00
18794	Dec. 1.	Mabel Mary Sherin <i>et al.</i>	Damages to lots 1 and 2, concession 4, township of Burleigh, county of Peterborough.	40 00
18795	Nov. 12.	J. H. Humphries <i>et al.</i>	Damages to N. $\frac{1}{2}$ of lots 2 and 3, concession 3, township of Asphodel, county of Peterborough.	188 00
18800	Oct. 4.	David Smith	Damages to lot 3, concession 18, township of Cavendish, county of Peterborough.	40 00
18801	" 4.	Ed. W. Switzer <i>et ux.</i>	Damages to lot 7 and part of lot 6, concession 18, township of Cavendish, county of Peterborough.	50 00
18802	Dec. 7.	Wm. Stock <i>et ux.</i>	Damages to part of island 7, township of Dummer, county of Peterborough.	70 00
18803	Nov. 7.	Henry Rush <i>et ux.</i>	Damages to part of lot 2, township of Dummer, county of Peterborough.	50 00
18804	Oct. 10.	Margaret O'Shea <i>et al.</i>	Damages to part lots 6 and 7, township lot 14, concession 11, township of Monaghan, county of Peterborough.	100 00
18805	July 18.	Aaron Nichols <i>et ux.</i>	Damages to N. $\frac{1}{2}$ of lot 15, concession 8, township of Smith, county of Peterborough.	50 00
18806	Nov. 24.	Wm. M. McGregor <i>et ux.</i>	Damages to island 93, Stoney Lake, township of Burleigh, county of Peterborough.	90 00
18890	Sept. 28	John Brick <i>et ux.</i>	Damages to N. $\frac{1}{2}$ of Lot 11, Con. 6, township of Ennismore, county of Peterborough, Ont.	100 00
18891	Sept. 20	Mary L. Dumble.	Damages to island 32, Stoney Lake, tp. of Dummer, county of Peterborough, Ont.	30 00
18892	Nov. 9	Canada Company.	Damages to N. $\frac{1}{2}$ Lot 11, concession 5, township of Emily, county of Victoria, Ont.	200 00
18896	Dec. 29	J. H. Sherin	Damages to 6 small islands between islands Nos. 28 and 29, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	40 00
18897	Sept. 15	Grace Heaton <i>et al.</i>	Damages to part lot 18, registered plan 8, township of Harvey, county of Peterborough, Ont.	50 00
18898	Dec. 17	J. Breckenbridge <i>et ux.</i>	Damages to lots 9 and 10, concession 3, township of Asphodel, county of Peterborough, Ont.	275 00

2 GEORGE V., A. 1912

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.		Grantor.	Description.	Amount.
	1910.				\$ cts.
18899	Aug.	22	Austin J. Ford <i>et al.</i>	Damages to lot 1, concession 18, township of Cavendish, county of Peterborough, Ont.	92 00
18900	Dec.	24	Jas. B. Wood <i>et ux.</i>	Damages to E. 35 acres of E. $\frac{1}{2}$ lot 16, concession 1, township of Otonabee, county of Peterborough, Ont.	270 00
	1911.				
18909	Jan.	7	Cornelius O'Reilly <i>et ux.</i>	Damage to S. W. $\frac{1}{4}$ lot 11, concession 7, township of Ennismore, county of Peterborough, Ont.	125 00
	1910.				
18910	Oct.	5	Catherine Crough <i>et al.</i> . . .	Damages to lot 7, concession 3, township of Ennismore, county of Peterborough, Ont.	90 00
18911	Dec.	31	Robt. A. Wood	Damages to N. $\frac{1}{2}$ of W. $\frac{1}{2}$ lot 14, W. $\frac{1}{2}$ 15, and W. 30 acres of E. $\frac{1}{2}$ of 16, concession 1, township of Otonabee, county of Peterborough, Ont.	513 00
	1911.				
18916	Jan.	10	Philip M. Westlake <i>et ux</i>	Damages to lot 7, concession 6 and E. $\frac{1}{2}$ lot 7, concession 5, township of Smith, county of Peterborough, Ont.	75 00
18939	Jan.	23	Jno. Maloney <i>et al.</i>	Damages to S. $\frac{1}{2}$ lot 5, concession 5, township of Ennismore, county of Peterborough, Ont.	100 00
18940	Jan.	26	Nat. Stiles <i>et ux.</i>	Damages N. W. $\frac{1}{4}$ lot 2, concession 4, S. W. part S. $\frac{1}{2}$ 2, concession 5, township of Ennismore, county of Peterborough, Ont.	184 00
18941	Jan.	20	Barth. Seabrook <i>et ux.</i> . . .	Damages to lot 1, concession 5, township of S. Monaghan, county of Northumberland, Ont.	125 00
18942	Jan.	24	Denis J. Doran	Damages to S. E. $\frac{1}{4}$ lot 2, concession 5, N. E. $\frac{1}{4}$ 2, concession 4, township of Ennismore, county of Peterborough, Ont.	250 00
	1910.				
18943	Nov.	30	J. F. H. Dumble <i>et al.</i>	Damages to island No. 28, township of Dummer, county of Peterborough, Ont.	75 00
	1911.				
18944	Jan.	26	Wm. J. Overend <i>et al.</i> . . .	Damages to lots 3 and 4, concession 2, township of Burleigh, county of Peterborough, Ont.	128 00
18945	Feb.	6	W. H. Bradburn <i>et al.</i> . . .	Damages to Park Reserve, township of Smith, county of Peterborough, Ont.	300 00
18949	Feb.	4	W. S. Davidson, Alex. Elliott, trustees.	Damages to Park Reserve, township of Smith, county of Peterborough, Ont.	60 00
18964	Feb.	1	Sarah Hutchins <i>et al.</i>	Damages to E. $\frac{1}{2}$ lot 2, concession 6, township of S. Monaghan, county of Northumberland, Ont.	75 00
	1910.				
18965	Sept.	30	Jno. Conway <i>et al.</i>	Damages to S. $\frac{1}{2}$ lots 4 and 5, concession 3, township of Ennismore, county of Peterborough, Ont.	315 00
	1911.				
18966	Feb.	11	W. J. Conway <i>et al.</i>	Damages to part lot 4, concession 4, township of Ennismore, county of Peterborough, Ont.	75 00
18996	Feb.	28	Simon Perdue <i>et ux.</i>	Damages to N. $\frac{1}{4}$ lot 6, concession 4, township of Ennismore, county of Peterborough, Ont.	25 00
19000	Mar.	1	Janet Graham <i>et al.</i>	Damages to lot 8, concession 3, township of Asphodel, county of Peterborough, Ont.	60 00
19003	Mar.	21	R. G. Ritchie <i>et ux.</i>	Damages to lot 32, concession 11, township of Dummer, county of Peterborough, Ont.	96 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL—Continued.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1911.			\$ cts.
19004	Jan. 6	A.A. Hollingshead <i>et al.</i>	Damages to lot 18, registered plan No. 8, township of Harvey, county of Peterborough, Ont.	80 00
19005	Sept. 30	Alex. C. Graham <i>et ux.</i>	Damages to part Mill Reserve and lots 3, 4, 5, 6 and 7, E. of 11th concession line, village of Victoria Road, township of Eldon, county of Victoria, Ont.	300 00
19024	Mar. 21	Ira Switzer <i>et al.</i>	Damages to S. $\frac{1}{2}$ lot 19, concession 6, township of Emily, county of Victoria, Ont.	100 00
19025	Feb. 3	Isabella Jane Magee	Damages to S. $\frac{1}{2}$ lot 22, concession 6, township of Emily, county of Victoria, Ont.	96 00
19026	Feb. 8	Stephen Thorn <i>et ux.</i>	Damages to E. $\frac{1}{2}$ lot 13, concession 16, township of Otonabee, county of Peterborough, Ont.	105 00
19027	Jan. 9	Wm. McGuire <i>et al.</i>	Damages to E. $\frac{1}{2}$ lot 5, concession 13, township of Harvey, county of Peterborough, Ont.	50 00
19030	Mar. 31	Jno. Brick <i>et al.</i>	Damages to the N. $\frac{1}{2}$ lot 12, concession 6, township of Ennismore, county of Peterborough, Ont.	60 00
19031	Feb. 25	Michael Hennessey <i>et al.</i>	Damages S. $\frac{1}{2}$ of N. $\frac{1}{2}$ of lot 1, concession 5, township of Ennismore, county of Peterborough, Ont.	84 00
19032	Feb. 25	Wm. Curtis <i>et al.</i>	Damages to E. 96 acres of S. $\frac{1}{2}$ of lot 5, township of Ennismore, county of Peterborough, Ont.	150 00
19033	Feb. 25	Timothy Curtin <i>et al.</i>	Damages to E. 40 acres of S. $\frac{1}{2}$ lot 4, W. 50 acres of S. $\frac{1}{2}$ lot 5, concession 4, township of Ennismore, county of Peterborough, Ont.	150 00
19034	Feb. 28	Thos. R. Hull <i>et ux.</i>	Damages to lot 3, concession 12, township of S. Burleigh, county of Peterborough, Ont.	50 00
19035	Feb. 9	Eliza J. A. Hull	Damages to lots 1 and 2, concession 12, township of Burleigh, county of Peterborough, Ont.	75 00
19036	Feb. 24	Thos. Lynch <i>et al.</i>	Damages to E. $\frac{1}{2}$ lots 3 and 4, concession 12, township of Asphodel, county of Peterborough, Ont.	675 00
19048	Feb. 8	David H. Quinlan <i>et al.</i>	Damages to lot 6, concession 3, township of Ennismore, county of Peterborough, Ont.	35 00
19049	Feb. 17	Isabella Cox	Damages to island 10, township of S. Burleigh, county of Peterborough, Ont.	150 00
19050	Mar. 18	Wm. J. Overend	Damages to lot 5, concession 10, township of Harvey, county of Peterborough, Ont.	72 00
19051	Oct. 20	M.A. MacNamara <i>et al.</i>	Damages to 9, concession 10, township of N. Monaghan, county of Peterborough, Ont.	285 00
19052	Feb. 9	S.S. Switzer <i>et ux.</i>	Damages to lot 35, concession 18, township of Galway, county of Peterborough, Ont.	80 00
19081	Mar. 24	Cath. A. Crough <i>et al.</i>	Damages to S. $\frac{1}{2}$ lot 6, concession 4, township of Ennismore, county of Peterborough, Ont.	125 00
19084	Mar. 16	Francis Birdsall <i>et ux.</i>	Damages to lot 12, 13, E. $\frac{1}{2}$ 14, S. W. $\frac{1}{4}$ 14 and E. $\frac{1}{2}$ 15, concession 1, township of Otonabee, county of Peterborough, Ont.	6,270 00
19085	Mar. 18	Jas. McL. Oliver <i>et ux.</i>	Damages to lots 1 and 2, W. $\frac{1}{2}$ 3, 4 and 5, concession 1, township of Asphodel, county of Peterborough, Ont.	
19095	Mar. 11	Benj. McCarrell <i>et ux.</i>	Damages to S. $\frac{1}{2}$ 18, concession 16 and lots 17 and 18, concession 17, township of Harvey, county of Peterborough, Ont.	100 00
			Damages to S. $\frac{1}{2}$ lot 18, concession 3, township of Emily, county of Victoria, Ont.	150 00

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DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Concluded.*

TRENT CANAL- *Concluded.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			\$ cts.
19106	Nov. 30	Garthorne J. Joppling	Damages to 6, 7, 8, 21, 22 and 23, village of Bridgenorth, township of Smith, county of Peterborough, Ont.	150 00.
19169	Aug. 30	Wm. H. Dwyer <i>et ux.</i>	Damages to E. $\frac{1}{2}$ lot 32, concession 10, township of Dummer, county of Peterborough, Ont.	100 00

* Too late for last year's report.

H. F. ALWARD,
Departmental Solicitor.

AUGUST 21, 1911.

PART III

REPORTS OF THE GOVERNMENT RAILWAY BOARD AND OTHER OFFICIALS

FOR THE YEAR 1910-11

Government Railways Managing Board.

W. B. MacKenzie, Chief Engineer, I.C.R.

T. C. Burpee, Engineer of Maintenance, I.C.R.

G. R. Joughins, Superintendent of Motive Power, I.C.R.

S. L. Shannon, Comptroller, I.C.R.

T. C. Burpee, Engineer of Maintenance, Windsor Branch.

S. L. Shannon, Comptroller, Windsor Branch.

W. B. MacKenzie, Chief Engineer, P.E.I. Ry.

G. A. Sharpe, Superintendent, P.E.I. Ry.

W. S. Poole, Mechanical Superintendent, P.E.I. Ry.

W. T. Huggan, Accountant and Auditor, P.E.I. Ry.

Chairman and Secretary of Government Railways Provident Fund.

Statement of Casualties, I.C.R.

MONCTON, N.B.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1911.

The board from April 1, 1910, to December 22, 1910, was constituted as follows:—

- Mr. A. W. Campbell, C.E., chairman, Ottawa.
- Mr. D. Puttinger, I.S.O., assistant chairman, Moncton.
- Mr. E. Tiffin, general traffic manager, Moncton.
- Mr. F. P. Brady, general superintendent, Moncton.

On the latter date a fifth member was appointed to the board, by an order in council, dated December 22, 1910, in the person of Mr. J. B. T. Caron, barrister of Ottawa, who immediately assumed his duties as member of the board and general solicitor.

There were nineteen meetings of the board during the year, four of these in Montreal, twelve in Moncton, and three elsewhere along the line of railway.

The railways under the control of the board are:—

The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of officials are inclosed:—

- Report of the Chief Engineer on works charged to capital account.
- Report of the Engineer of Maintenance on the repair and renewal of the permanent way buildings and works.
- Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the Comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores account.
9. General balance.
10. Statement of averages.

Return of casualties.

The length of railway in operation during the year was 1,455.63 miles.

CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1910 was \$92,273,073.51. The additions during the year were as follows:—

Beresford—subway near	\$ 3,397 48
Bridges—to strengthen	47,440 93
Chaudière Junction—engine house, &c., at	6,000 00

SESSIONAL PAPER No. 20

Diversion of road to eliminate crossing at rail level between St. Cyrille and Drummondville—

This is a payment made to the municipality of Wendover and Simpson for making a portion of the road.

Extension to Sydney Mines—

This is an amount of interest paid Luke Day in connection with lands taken from him for the Sydney Mines extension. The payment was authorized by order in council dated June 8, 1910.

Land at Gibson—

Award of Exchequer Court dated June 27, 1910, in favour of H. H. Pichard, including principal, interest and taxed costs.

Explanations in regard to the other items of expenditure on capital account will be found in the report of the Chief Engineer, and in the report of the Superintendent of Motor Power.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings..\$9,863,783 40
Working expenses.. . . .	9,595,976 79

Net earnings..\$ 267,806 61
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The gross earnings compare as follows with those of the previous year:—

In 1910-11..\$9,863,783 40
In 1909-10.. . . .	9,268,234 99

Increase..\$ 595,548 41
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The earnings from passenger traffic compare as follows:—

In 1910-11..\$2,899,419 82
In 1909-10.. . . .	2,765,884 66

Increase..\$ 133,535 16
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The earnings from freight traffic compare as follows:—

In 1910-11..\$6,344,595 66
In 1909-10.. . . .	6,048,884 18

Increase..\$ 295,711 48
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The earnings from mails and express freight compare as follows:—

In 1910-11..\$ 619,767 92
In 1909-10.. . . .	453,466 15

Increase..\$ 166,301 77
------------------	-----------------

The earnings by mile of railway compare as follows:

In 1910-11..\$ 6,776 30
In 1909-10.. . . .	6,404 56

Increase..\$ 371 74
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The earnings by train mile compare as follows:—

In 1910-11..\$1 42
In 1909-10.. . . .	1 39

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The numbers of passengers carried compare as follows:—

In 1910-11..	3,232,895
In 1909-10..	3,122,324
Increase..	110,571

There was an increase of 94,588 in the number of local passengers and of 15,683 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	tons.
In 1910-11..	4,101,400
In 1909-10..	3,927,240
Increase..	174,160

There was an increase in local freight of 126,795 tons, and also an increase in through freight of 47,365 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried, and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of the ocean-borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the railway from each of the steamers named.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1910-11..	\$9,595,976 79
In 1909-10..	8,645,070 33
Increase....	\$ 950,906 46

The averages compare with those of last year as follows:—

Per mile run by engines—

In 1910-11..	\$ 1.0777
In 1909-10..	1.0042

Per mile run by trains—

In 1910-11..	\$ 1 37
In 1909-10..	1 29

Working expenses per mile of railway—

In 1910-11..	\$6,592 33
In 1909-10..	5,973 94

SESSIONAL PAPER No. 20

The engineer of maintenance reports that the track, bridges and structures of the railway have been kept in good repair.

During the year 631,490 ordinary ties and 338 sets of switch ties were put in. 132.72 miles of track were reballasted, 149,275 cubic yards of ballast being used. 3.95 miles of additional sidings were provided at various points.

Bridges, culverts, wharves and buildings received necessary repairs.

The fences were repaired and 27.85 miles of fences were built.

The snow sheds and snow fences were repaired.

The superintendent of motive power in his report which is sent herewith states that the general condition of the rolling stock is good.

One first-class car, six freight vans, four platform cars, one flanger car, four stock cars and one diamond flanger car were rebuilt in the railway shops to replace an equal number taken out of service.

Ten freight locomotives of the consolidation type, one passenger locomotive of the pacific type, five first-class passenger cars, three postal cars, two baggage cars and three colonist cars were purchased. Nine of the ten consolidation locomotives replaced twenty-six old small type locomotives, seventeen of the latter being taken off the register in consequence, thus reducing the number of locomotives owned from 414 to 397; the tractive power of the nine modern locomotives exceeding by 35,976 lbs. the tractive power of the twenty-six smaller locomotives. The other two locomotives purchased replaced the same number taken out of the service. The cars purchased also replaced an equal number of cars taken out of service, one baggage car being in excess.

All the above were charged to working expenses.

STORES.

The value of stores purchased was.. . . .	\$3,470,961 59
The value of stores used was	3,660,646 23
The value of material sold was.. . . .	329,651 72
The value of stores on hand at the end of the year was:—	
Miscellaneous.. . . .	501,355 51
Fuel.. . . .	229,059 51
Roadway and bridge material.. . . .	418,888 43
Total.. . . .	\$1,149,303 45

GENERAL.

The winter of 1910-11 was an average one. Very severe cold was experienced in some localities, while the snowfall on the northern portion of the line was considerable. The expenditure for clearing snow and ice was \$119,612.80 as compared with \$91,124.39 during the previous winter.

On June 24, 1910, several small buildings near the passenger station at North street, Halifax, used in connection with the cleaning of cars, were destroyed by fire together with their contents which consisted mainly of oil, waste and car cleaning material. One Intercolonial railway baggage car and one foreign refrigerator car were slightly damaged, as well as the umbrella roof of the station.

On July 11, 1910, the town of Campbellton was destroyed by fire, only a few dwellings on the outskirts of the town being saved. With the exception of the dwelling occupied by the superintendent, all the railway buildings, consisting of passenger station, freight shed, baggage building, engine house and workshop with machinery, tools and stores, water tank, ice house, car inspector's and car cleaner's buildings were destroyed. Seven locomotives were very badly damaged; and four box freight cars,

2 GEORGE V., A. 1912

one Hart convertible car, and one flanger car were destroyed. The plant for coaling locomotives was damaged, and two hundred and fifty tons of coal and sixty cords of wood were burned. Temporary accommodation was provided for carrying on the business of the railway while the buildings and other facilities are being rebuilt.

On February 2, 1911, the station at Sacré Cœur was burned, the freight books, cash and tickets being saved. Temporary office and waiting room accommodation are being supplied until the station is rebuilt.

On March 1, 1911, the passenger station at Sydney was considerably damaged by fire, the floor and ceiling on the second floor and part of the main roof being burned through. Considerable damage was also done to the rest of the building by water used to extinguish the fire. The business was carried on, on the ground floor of the station, while the building was being repaired.

On March 10, 1911, the flour shed, No. 13, on the York Point wharf, St. John; was completely gutted by fire. The piling supporting the building and the wharf itself were also damaged. The fire is supposed to have been of incendiary origin. There was only about one carload of flour in the shed at the time of the fire.

On March 23, 1911, the freight shed at Truro and a quantity of freight contained in it were destroyed by fire. The foot bridge over the tracks, a portion of which stood immediately over the freight shed, was damaged; two spans falling down on the tracks. Temporary accommodation has been provided pending the reconstruction of the freight shed.

WINDSOR BRANCH RAILWAY.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic railway company, which operates the line, and which has also running powers over the Intercolonial railway between Windsor Junction and Halifax.

The Windsor branch is maintained by the government, and the company pays to the government one-third of the gross earnings.

The following statement of the accounts prepared by the comptroller are inclosed:—

- No. 1. Revenue account.
- No. 2. Maintenance of way and structures.
- No. 3. General balance.
- No. 4. Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on condition of the branch:—

The revenue ($\frac{1}{3}$ earnings) was.. . . .	\$ 48,191 43
The cost of maintenance was.. . . .	17,797 98
Net earnings.. . . .	\$ 30,393 45

The earnings decreased considerably, compared with those of the previous year, as follows:—

Earnings 1910-11.. . . .	\$ 48,191 43
Earnings 1909-10.. . . .	60,653 98
Decrease.. . . .	\$ 12,462 55

The decrease was in freight traffic due to the almost complete failure of the apple crop in the Annapolis valley. There was a slight increase in passenger traffic, while the mail earnings remained stationary.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

The railway is 267.5 miles in length and the gauge is 3 feet 6 inches.

The following reports of officials are inclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the superintendent, who sends statements of the various accounts prepared by the accountant and auditor, also the report of the Mechanical Superintendent and the statements in regard to that department, also the return of casualties which occurred during the year:—

The cost of road equipment on March 31, 1910, was..	..\$8,465,364 91
The expenditure during the year was 94,320 56

Making the total cost on March 31, 1911..	..\$8,559,685 47
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The report of the Superintendent and the report of the Chief Engineer give the details and explanations in regard to capital expenditure.

The working expenses for the year were..	..\$ 424,104 00
Gross earnings were.....	337,419 55

Deficiency..	..\$ 86,684 45
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The gross earnings compare with the previous year as follows :

In 1910-11..	..\$ 337,419 55
In 1909-10..	319,074 74

Increase..	..\$ 18,344 81
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The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

In 1910-11..	..\$ 424,104 00
In 1909-10..	427,283 73

Decrease..	..\$ 3,179 73
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The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund which has been sent separately shows:—

Credit balance on March 31, 1910..	..\$ 255,585 08
During the fiscal year the contributions of the employees	
amounted to..	71,296 42
The contributions of the railways amounted to..	71,296 42
Amounts received for refunds..	1,083 83

A total of..	..\$ 399,261 75
The total expenditure was..	132,861 10

Leaving a balance of..	..\$ 266,400 65
To which is to be added the interest..	7,079 36

Making a total amount to the credit of the fund on	
March 31, 1911..	..\$ 273,480 01

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During the year, fifty-one employees were retired and placed upon the fund, and twenty-three have died, leaving three hundred and eighty-one persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of twenty-eight persons compared with last year.

We have the honour to be, sir,

Your obedient servants,

A. W. CAMPBELL, Chairman.

D. POTTINGER, Assistant Chairman.

E. TIFFIN, General Traffic Manager.

F. P. BRADY, General Superintendent.

J. B. T. CARON, General Solicitor.

Government Railways Managing Board.

MONCTON, N.B., June 8, 1911.

SIR,—I have the honour to submit the following report on Capital Account expenditure for the fiscal year ending March 31, 1911:—

SYDNEY MINES DIVERSION.

A contract was let for a single track diversion from near Georges River station to Sydney Mines, via the shore of Little Bras d'Or Lake, a distance of 9.00 miles. The work of construction was commenced in June, and continued during the year.

The land required for the right of way was expropriated, valuations made, and approved by the Board of Management, and settlements made; except with a few owners who will be dealt with next year.

Contracts were let for steel bridges required on this diversion; at Georges river; Glebe House cove, and Georges river under crossing, and the materials partly delivered on the ground. Preliminary and location surveys, plans, profiles, estimates, and land valuations were made for two different routes (Back and Shore lines) from North Sydney to Leitches creek, and submitted for approval.

TO INCREASE THE ACCOMMODATION AT HALIFAX.

The work of moving the electric plant from North street to the Willow Park yard, and wiring the new engine house, shops and yard was completed.

An Exchequer Court award of \$9,428.51 was paid to the Cunard estate for land taken for the use of the Intercolonial railway at Richmond.

2.495¹/₁₀₀₀ acres of land were purchased from the Rector, Wardens and Vestry of St. Paul's Church, and 1.208 acres from the City of Halifax which were required for the right of way, in connection with the double tracking of the Cotton Factory branch.

The freight shed on pier No. 4 was widened to facilitate the handling of freight to and from the steamers. The work was done by days' labour; the greater part of the material used for this work being second hand material—taken from dismantled buildings.

The estimates on the contracts for the new 36 stall engine house, power house and heating plant to the engine house, were paid.

Borings and soundings were made in connection with the proposed harbour improvements.

A vacuum car cleaning plant was installed in the car cleaning yard. 353.08 square yards of granite paving were laid at North street.

SESSIONAL PAPER No. 20

Increased accommodation at Truro—

The office of the yard master, partly built by days' labour in the fiscal year 1909-10, was completed.

Preliminary plans for a proposed new station were prepared.

2,550 lineal feet of siding were laid in the yard.

A passenger platform was built between the 1st and 2nd tracks in front of the station.

Locomotive and car shops with equipment, and new freight yard at Moncton—

A shed for storing lumber was built in the yard.

The two chain grate stokers, supplied last year for the boilers transferred from old shops, were erected in place.

The gas plant building was extended; the work was done by days' labour, one additional unit being added to the existing gas producer plant.

Two 96-inch cast-iron turntables and four 96-inch turntables with cast steel tops for trolley tracks, were installed.

1,814 additional feet of siding were laid in the yard.

For details of wheel trolley tracks, platforms, power circuit for smith shop, closets, urinals, wash-basins, lockers and machinery, see report of G. R. Joughins, superintendent of motive power and rolling stock.

Cut off Line at Moncton—

The following persons were paid for land taken for right of way for the cut off line from the new freight yard, near the new shops at Moncton, to connect with the main line near Sunny Bræ.

Lot No. 1.—Builders Woodworking Co., Limited.

Lot No. 2½a.—W. A. and Emma D. Humphrey.

Lot No. 3.—A.B.C. & D., Estate Hannah Spurr.

Lot No. 4, 4½ & 5.—Hon. C. W. Robinson.

Lot No. 6.—Austin A. Allen.

Lot No. 8.—Mrs. Madeline Quinn.

Lot No 9, 10a & 10b.—R. C. Bishop of St. John.

Lot No. 11.—Mrs. Margaret MacFarlane.

Lot No. 12.—L. T. Joudry.

Lot No 13.—John Winter.

Lot No. 17.—Napoleon Govang.

Increased accommodation at St. John—

917 square yards of granite paving were laid in the station yard.

The operating machinery was installed in the drop pit at the freight car repair shop. The wiring for electric lighting of the freight car repair shop was completed.

Storage tracks were put in at the freight car repair shop, for storing car wheels.

Diversion of line at Chatham and branch to wharf—

A contract was let for a single track diversion from Nelson station easterly through the town of Chatham, thence to a point about 1½ miles east of the town limits, three miles west of Loggieville, a distance of 8.28 miles, and the work of construction commenced on June 11, 1910.

The right of way outside the town of Chatham was cleared and grading completed on the first four and part of the last two miles. Two miles of track were laid from the Nelson end of the line. Seventeen concrete culverts were constructed. About seven miles of right-of-way were fenced. No work was done on that section of the line through the town of Chatham.

Valuations were made for the land required for the right-of-way, and submitted to and approved by the Board of Management, and settlements made with the owners who accepted the valuator's award.

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A contract was let for a steel bridge for the Miramichi Pulp and Paper Company's under crossing.

Preliminary plans were prepared for a passenger station.

To put railway between Indian Town and Blackville into condition for operation—

This appropriation was to cover an amount held in Suspense Account for work done in fiscal year 1909-10.

Improvements at Loggieville—

The cast iron smoke jacks for the engine house were received, and erected in place. The heating of the engine house, and extension of the water and drainage systems were completed.

The remodelling and painting of the station were also completed.

A loading platform was provided. The old turntable taken out in 1909-10 was sold.

To provide subway near Beresford—

This subway was provided; the work being done by days' labour by the Maintenance Department.

Engine house, &c., Rivière du Loup—

The work in connection with the addition of 6 stalls to the existing engine house was completed. The heating was taken from the plant which had previously been installed, by connecting the ducts in the new addition to the ducts in the original engine house.

A Bowser system of oil storage consisting of thirteen tanks and self-measuring pumps was installed, to facilitate the handling of oils.

Double windows were provided for the mechanical offices.

Cables were supplied in connection with the two sixty ton electric cranes.

The addition to the freight shed under construction last year was completed.

Furniture was supplied for the new mechanical offices.

Exchequer awards for land taken for the right-of-way were paid to the Delage Estate, James Yeo, and Emile Dube.

4,502 lineal feet of track were laid in the yard.

A platform for loading car wheels was provided.

For details of machinery supplied and erected in place, see report of G. R. Joughins, Superintendent of motive power and rolling stock.

Improvements at Ste. Rosalie—

A bore hole was bored to a depth of 977 feet. A survey was made from Ste. Rosalie to the Delorme River 2½ miles; the water was analysed and found suitable for boiler use.

To strengthen bridges—

During the year short spans were constructed by our bridge crew, and erected at the following places:—

Harbour au Bouche	1	Span.
Linwood	2	"
Antigonish	1	"
Oxford Junction	1	"
Springhill Junction	1	"
Coal Branch	1	"
Adamsville	1	"
Harcourt	1	"
Chatham Junction	1	"
Campbellton	1	"
Flat Lands	1	"

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Deck plate girder spans were erected at Estey's Brook, one half mile west of Durham, and at Clearwater, east of McGivney's on the Canada Eastern Division.

Plans and specifications were prepared, tenders asked, a contract let, and the steel work delivered for a new bridge near Antigonish, which will be erected by our bridge crew early in 1911-12. A new abutment pier required in connection with this bridge was built by days' labour.

Requisitions were made for steel and cement for short spans for 1911-12. This material was delivered. The spans will be constructed and erected by our bridge crews.

Plans and specifications were prepared and submitted for approval, asking tenders for a new bridge of seven 65 ft., through plate girder spans at River du Sud, near Montmagny station.

To increase accommodation and facilities along the line—

Beau Rivage.—A new passenger station was provided.

Cap St. Ignace.—The partly built house purchased from Geo. Bernier was completed for a dwelling for the I.C.R. agent. The existing freight shed was extended, and the station building remodelled. All the work in connection with the above was done by days' labour.

Eureka.—The existing freight shed was extended.

New Glasgow.—The passenger platform was extended.

Cross Creek.—The final estimate in favour of R. L. Young for his contract for a freight shed and addition to station was paid.

Rivière du Loup.—The roadway at the rear of the station and freight shed was macadamized, and five man-holes put in to carry the surface drainage into the town sewer.

Boisdale.—A loading platform was provided.

St. John.—A cattle pen was provided.

Ste. Flavie.—A cattle pen was provided.

Chaudiere Junction.—The platform and umbrella roof in connection with the freight shed were extended.

Fencing.—1,048 rods of wire fencing were built on the Drummond Co. division and 4,530 rods on the Canada Eastern division, where fences had not been built previously.

Snow Fence.—273½ rods of portable snow fence were built between St. Joseph and St. Charles' Junction. Preliminary plans were prepared for proposed addition to the general offices at Moncton and a passenger station at Fredericton.

To increase water supply —

Cedar Hall.—The work in connection with the contract for an extension to the existing pipe-line, for the construction of a reservoir and a 50,000 gallon water tank, was completed.

Water tanks.—50,000 water tanks were provided at Rogersville, Beaver Bank, and Windsor Junction.

Water supplies.—Improvements were made to the water supplies at Harcourt, Sussex, and Little Metis.

Wells at stations.—Holes were bored at the following places:—Cross Creek, Scotsburn, Bloomfield, Penobsquis, Merigonish, St. Anacet and Cold Brook. Nauwigewauk. a gravitation supply was put in here by laying a 1-in. galvanized iron pipe from a spring 220 feet from the station.

Towards double tracking parts of the line—

Crossing gates and a gateman's tower were erected at Main Street crossing, Moncton, N.B.

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A second track was laid from the switch at North Main Street crossing to the new shops, making a double track line between the old and new yards.

Settlements were made with the following parties for land taken for the right-of-way in connection with the double tracking from Moncton to Painsec Junction :—

William Hooper.

Mariner Blakney.

James W. Gardner.

Mrs. Wilhelmina Myers.

Side ladders to box cars—

For details, see report from G. R. Joughins, Supt. of motive power and rolling stock.

Pintsch gas apparatus—

A new transport tank car was provided for transporting gas from the gas plant at Moncton, to the storage tank at Halifax. The building at Halifax for storage tanks was enlarged.

The old transport car at Halifax was dismantled; two holders installed in the building for storage tanks, and connected with the existing two tanks with piping, and high pressure valves; doubling the storage capacity.

Original construction—

Under this appropriation the following accounts were paid: Thomas Gallant, \$19.90 for legal services in connection with land taken from Maggie McDonald at Riverside, Inverness County, C.B., R. I. McIlraith, \$324.06 for legal services in connection with Henry N. Paint's claim for land and land covered with water at Point Tupper.

McInnis, Mellish and Fulton, \$5 in connection with the case the King vs. A. J. Cameron, et al. for land taken at North Sydney.

William Pero, \$385.42 for land taken for the right-of-way for the extension of the line to Sydney Mines.

New machinery for locomotive and car shops—

For details of this appropriation see Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Improvements at Levis—

Crossing gates and a gateman's tower were erected at Ferry Street and an electric signal gong was installed at the gateman's tower.

An amount of \$2,498.59 was transferred to the capital appropriation from suspense account, and was for work done by days' labour extending the concrete platform in 1909-10.

General protection of highways—

Crossing gates and a gateman's tower were erected at Victoria Street, Amherst, N.S.; electric signal gongs were installed at the following places: Truro, Debert, Glengarry, Stewiacke and McKay's. Materials were delivered for installing electric signal gongs at Drummondville, Bennett's Crossing, Ste. Flavie, Amqui, Trenton Street, New Glasgow, Little Harbour, Matapedia, Shediac, Stellarton, Cook's Brook, Campbellton, St. Romuald and Hopewell.

The final estimate in favor of General Supply Co., for electric signal gongs installed at crossings in the city of Moncton in year 1909-10 was paid.

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To exchange draw bars on freight cars:—

For details of this appropriation see Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Air breaks to freight cars:—

For details of this appropriation see Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Engine House, &c., Chaudiere Junction:—

Some grading was done, and 3,624 lineal feet of track laid in the yard. A compound duplex fire pump was provided.

Governor General's warrant, buildings and property at Campbellton:—

A new brick engine house was erected, this building contains 28 stalls, two of which are taken up for a machine shop, stores and office for the master mechanic. The power house is connected with the engine house. This building is 50 x 40 feet part of which is used as a boiler and coal room, the remainder containing the fire pump, and washout pump, and boiler-feed pump, air-compressor, dynamo with direct-connected engine, and switch-board.

A brick chimney 100 feet high by 54 inches square inside was built in the power house.

A 75-foot through plate girder turntable was installed. This is operated by a motor run by compressed air.

A 50,000 gallon tank and large ash-pit was also constructed.

On account of the location of the new buildings it was necessary to extend the water mains for a considerable distance.

Plans and specifications for the new station and rest-room for the enginemen were prepared.

I have the honour to be, Sir,

Your obedient servant,

WM. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq., I.S.O.,

Assistant Chairman, Government Railways Managing Board.

Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 15, 1911.

To The Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of Way and Structures Department for the year ending March 31, 1911.

TRACK.

During the year 88.34 miles of 4", 4½", 5" and 6" rails were taken up and replaced with 4½" and 5" rails.

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TIES.

During the year 631,490 ordinary ties and 338 sets of switch ties were put in track.

BALLASTING.

During the year 132.72 miles of track was ballasted, using 149,275 cubic yards of gravel and ashes.

SWITCHES AND SEMAPHORES.

New semaphores were erected at the following stations :—

Stations.	Stations.
Rivière du Loup	1
New Mills	1
Beaver Brook	1
Jacquet River	1

120 new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Campbellton	1
Sacre Coeur	1

Necessary repairs were made to all semaphores, switches and telegraph signals on the system.

SIDINGS.

During the year 3.95 miles of additional siding accommodation has been provided at the different stations on the System.

FENCES BUILT BY OUR OWN MEN.

During the year 27.82 miles of woven wire fence was built at different points on the System, by our own men.

Necessary repairs were made to fences on the System during the year.

SNOW FENCE.

There was built during the year 215 rods of snow fence 8 feet high.
Necessary repairs were made to snow sheds and fences where required.

WHARVES AND TRETTLES.

Necessary repairs were made to the following wharves and trestles during the year.

St. John, long wharf.	Springhill Junction, coal trestle.
St. John, ballast wharf.	North Sydney, wharf.
Point du Chene, wharf.	Richmond, coal trestle.
Dorchester, wharf.	Point Tupper, wharf.
Sackville, wharf.	Mulgrave, wharf.
Amherst, wharf.	Pictou Landing, wharf.
Halifax, pier No. 1.	Pictou, wharf.
Halifax, pier No. 2.	Loggieville, wharf.
Halifax, pier No. 3.	Gibson, wharf.
Halifax, pier No. 4.	Newcastle, coal trestle.
Halifax, pier No. 5.	Ottawa Brook, trestle.
Halifax, coal trestle D.W.T.	Mill Brook, trestle.
Halifax, Cunard wharf.	Tobin Branch, trestle.
Richmond, pier No. 6.	Princess Pier, wharf.
Richmond, pier No. 7.	Riviere du Loup (Branch), wharf.
Richmond, pier No. 8.	Moncton, wharf.

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BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired.

Location.	Bridge or Culvert.
Aston Jct. (west of), culvert.	Lowdens Brook, culvert.
Antigonish ($\frac{1}{4}$ mile west of), bridge.	Murphy's ($\frac{1}{4}$ mile west Antigonish).
Blackville, bridge.	Memramcook, culvert.
Bathurst, culvert.	Maccan, culvert.
Boiestown, culvert.	Maccan, bridge.
Belmont, culvert.	Montmagny, 4 culverts.
Blissfield, culvert.	Milners (west of Moncton), bridge.
Black River, bridge.	Merigomish, culvert.
Bayfield, culvert.	Nicolet (west of), culvert.
Boundary Creek, culvert.	Nappan, culvert.
Bedford, bridge.	New Glasgow (1 mile east), culvert.
Cross Creek, bridge.	New Glasgow ($\frac{3}{4}$ mile east), culvert.
Cross Creek, culvert.	Painsec jct., culvert.
Clearwater, culvert.	Pomquit, bridge.
Calhouns, culvert.	Pictou Landing, culvert.
College Bridge, culvert.	Penobsquis (west of), culvert.
Calhouns, Aboideau.	Richmond, culvert.
Crowsens, Aboideau.	Riv. du Loup, culvert.
Cap St. Ignace, culvert.	Riv. du Loup, (branch), bridge.
Chaudiere Junction, culvert.	Old Lake Road, culvert.
Daveluyville (east of), culvert	St. John, culvert.
Daveluyville, bridge.	Shediac (west of), culvert.
Dunsinane, culvert.	Shediac (east of), culvert.
Delotbiniere, culvert.	St. Eloi, culvert.
Dessaint, culvert.	St. Eloi, Barlows bridge.
Durham, culvert.	St. Jean Port Joli, culvert.
Debert, bridge.	St. Michel, culvert.
Dowlings Gulch, culvert.	St. Charles, jct., culvert.
Fredericton, bridge.	St. Henri, bridge.
Folleigh, culvert.	St. Nicholas (west of), bridge.
Gibson, culvert.	St. Nicholas (east of), bridge.
Gillis Cove, culvert.	St. Apollinaire (west of), bridge.
Grand Narrows, bridge.	St. Henri jct., culvert.
Hadlow, Bennett's Bridge.	St. Jean Chrysostome, culvert.
Hariaka Junction, culvert.	St. Apollinaire (west of), culvert.
James River, culvert.	Sutherland River, bridge.
Keenans Brook, bridge.	Spring Hill jct., culvert.
Kent Junction, culvert.	Sydney, culvert.
Lyons Brook, bridge.	Truro (west of), culvert.
Little River, bridge.	Tracadie (2 miles west), culvert.
Levis ($\frac{1}{4}$ mile west), culvert.	Trenton, culvert.
Lavergne (west of), culvert.	Upper Dorchester, culvert.
Laurier (west of), bridge.	Williams Point, culvert.
Londonderry, culvert.	West Merigomish ($\frac{1}{4}$ mile east), bridge.

OVERHEAD BRIDGES.

The following overhead bridges were repaired during the year :

Lakeside, overhead bridge.	Wallace, overhead bridge.
Nappan, overhead bridge	Humphreys, overhead bridge.
Brookville, overhead bridge.	

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and outbuildings on the System during the year at the following places :—

Location.	Location.
Aston jct.	McKinnons Brook.
Amqui.	McIntyres Lake.
Adamsville.	Meadowville.
Acadieville.	Maccan.

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Apohaqui.	Dalhousie Jct.
Anagance.	Dalhousie.
Athol.	Derby Jct.
Aulac.	Doaktown.
Amherst.	New Mills.
Avondale.	New Castle.
Alton.	Norton.
Afton.	Nicolet.
Antigonish.	Nappan.
Bagot.	New Glasgow.
Bic.	North Sydney.
Beaurivage.	Old Lake Road.
Blacklands.	Onslow.
Belledune.	Orongedale.
Beaver Brook.	Oxford.
Bartibogue.	Oxford Jct.
Bathurst.	Pictou.
Barnaby River.	Petit Rocher.
Belmont.	Pugwash.
Blackville.	Pugwash Jct.
Boiestown.	Pt. Tupper.
Bloomfield.	Piedmont.
Big Beach.	Pictou Landing.
Boisdale.	Painsec Jct.
Berrys Mills.	Petitcodiac.
Barrochois.	Penobsquis.
Browns Point.	Pt. du Chene.
Carmel.	Plumsweep.
Chaudiere.	Riviere Ouelle.
Chaudiere Cure.	Riv. Ouelle Jct.
Chaudiere Jct.	Riv. du Loup.
Merigomsh.	Rimouski.
Chaudiere Jct.	Richardville.
Cacouna.	Rogersville.
Campbellton.	Rothsay.
Causapscal.	Red Pine.
Charlo.	Riverside.
Chatham Jct.	River Philip.
Chatham.	Indiantown.
Coal Branch.	Iona.
Cross Creek.	Jacquet River.
Coal Brook.	James River.
College.	Richmond.
Calhouns.	River Dennys.
Conns Mills.	St. Rosalie.
Drummondville.	St. Germain.
Daveluyville.	St. Eugene.
Delotbiniere.	St. Apollinaire.
Dessaint.	St. Cyrille.
Dickies.	St. Wincelas.
Dunsinane.	St. Leonard.
Dorchester.	St. Nicholas.
Denmark.	St. Joseph.
Debert.	St. Charles Jct.
Dartmouth.	St. Pierre.
East Mines.	St. Jean Chrysostome.
Elmsdale.	St. Pacome.
Eureka.	St. Romauld.
Elgin Road.	St. Louis.
Folleigh.	St. Valier.
Fairvale.	St. Henri.
Fredericton.	St. Arsene.
Gibson.	Ste. Flavie.
Gloucester Jct.	St. Fabien.
Greenville.	St. Simon.
Glengarry.	St. Eloi.

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Grand Narrows.
 Georges River.
 Harbour Bouchie.
 Heatheron
 Halifax.
 Hopewell, Hilden.
 Harcourt.
 Hodgins.
 Harlaka Jct.
 Isle Verte
 Boundary Creek.
 Brookville.
 Bedford.
 Bayfield Road.
 Jubilee.
 Kent Jct.
 Kinsac.
 Laurier.
 L'Islet.
 Lavergne.
 Little Metis.
 Levis.
 Lemieux.
 Loggieville.
 Londonderry.
 Lenwood.
 Leitches Creek.
 Lyons Brook.
 Lock Broom.
 Mitchell.
 Moffats.
 Millstream.
 Matapedia.
 Millerton.
 Murdock.
 Moncton.
 McGivneys.
 Model Farm.
 Memramcook.
 McKays.
 Rimouski.

St. Phil. de Neri.
 St. Alexandre.
 St. Paschal.
 St. Andre.
 St. Octave.
 St. Alexis.
 St. John.
 Mulgrave.
 Mines Road.
 Milford.
 Sackville.
 Sydney.
 Sylvester.
 Torryburn.
 Tracadie.
 Upper Dorchester.
 Wilson.
 West Merigomish.
 Wentworth.
 Renforth.
 Riversdale.
 River John.
 Stellarton.
 Sydney Mines.
 Salisbury.
 Thompson.
 Trenton.
 Villeroy.
 Wallace.
 Wellington.
 Sussex.
 Spring Hill Jct.
 Shubenacadie.
 South River.
 Scotsburn.
 Trois Pistoles.
 Truro.
 Tatamagouche.
 Westville.
 West Bay Road.
 Windsor Jet.

During the year necessary repairs were made to all outbuildings such as W.C., Hand Car Houses, Coal Houses, Tanks, &c.

Necessary repairs were made to the following buildings, &c., during the year at St. John:—

Sheds Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 13.
 Grain elevator.
 Train shed.
 Coachman's house.
 Gateman's shanty.
 Yard office.

Station.
 I.C.R. dwellings.
 Car inspector's shanty.
 Round house.
 Freight shed.

The following buildings at Richmond and Halifax, repaired:—

Cattle shed.
 North Street Station.
 North Street train shed.
 Sheds Nos. 1, 2, 3, 4 and 8.
 Richmond station.
 House on Cunard property.
 Shops at Willow Park.
 Mechanical repair shops, North st.
 Brick freight shed.
 Postal building
 D. A. R. freight shed.
 Express building.

Sydney.
 Track scales, D. W. T.
 Kempt road buildings.
 Milkman's shelter.
 City ticket office on Hollis st.
 Immigration building.
 Blacksmith shop, D. W. T.
 Switch house.
 Loading platform, D. W. T.
 Car cleaner's building.
 Coal shed, Richmond.
 I. C. R. house No. 218 Campbell's road.

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The following buildings at Moncton were repaired during the year:—

Station.	Freight shed.
Coal plant.	Transfer shed.
Government cottage (occupied by Mr. Pottinger).	Cattle shed.
Government cottage (occupied by Mr. Tiffin).	Station platform.
Electric light plant.	Yard office.
New shops.	Ice house.
General offices.	Track blacksmith shop.
Government cottages (on Main st. and Bridge st).	Car mileage office.
Old shops.	Engine house.
	Electrician's office.
	Track scales.
	Car shop platform.

Round Houses and Shops were repaired during the year at the following places:—

Drummondville.	Riv. du Loup.
Campbellton.	St. Rosalie.
Pt. du Chene.	Richmond.
Oxford Jct.	Blackville.
Truro.	Chaudiere Jct.
Pictou.	New Castle.
Pirate Harbour.	Dartmouth.
Sussex.	Pt. Tupper.
Gibson.	Spring Hill Jct.
Nicolet.	Stellarton.
Dalhousie.	Ste. Flavie.
St. John.	Loggieville.
North Sydney.	Amhurst.

Necessary repairs were made to the following station loading platform during the year:

Aston Jct.	Mulgrave.
Amqui.	Merigomish.
Adamsville.	Mines Road.
Apohaqui.	Maccan.
Anagance.	McIntyre's Lake.
Amherst.	McKinnons' Brook.
Afton.	Meadowville.
Browns Point.	Matapedia.
Bedford.	Millerton.
Big Beach.	Nappan.
Boisdale.	Norton.
Barrachois.	New Castle.
Bayfield Road.	New Mills.
Belmont.	North Sydney.
Boundary Creek.	New Glasgow.
Brookfield.	Old Lake Road.
Brockville.	Orangedale.
Blackville.	Onslow.
Baraby River.	Oxford.
Bathurst.	Oxford Jct.
Bartibogue.	Penobsquis.
Belledune.	Petitcodiac.
Beau Rivage.	Pointe du Chene.
Berry's Mills.	Plumweseep.
Chaudiere Curve.	Piedmont.
Chaudiere Jct.	Pictou Landing.
Campbellton.	Point Tupper.
Charlo.	Pictou.
Carmel.	Pugwash.
Canaan.	Pugwash Jct.
Cross Creek.	Point Levis.
Chaudiere.	River John.
Coal Branch.	Renforth.
College Bridge.	Rothsay.
Calhouns.	Rogersville.

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Conns Mills.
 Coles Island.
 Dunsinane.
 Doaktown.
 Derby Jct.
 Dickies.
 Dalhousie.
 Dalhousie Jct.
 Dessaint.
 Daveluyville.
 Drummondville.
 Debert.
 East Mines.
 Eureka.
 Elmsdale.
 Elgin Road.
 Ferguson.
 Folleigh.
 Fort Lawerance.
 Fairvale.
 Gloucester Jct.
 Greenville.
 Glengarry.
 Grand Narrows.
 Georges' River.
 Heatherton.
 Halifax.
 Hildon.
 Hodgins.
 Harbour Bouchie.
 Harlaka Jct.
 Isle Verte.
 Indiantown.
 Iona.
 James River.
 Jacquet River.
 Jubilee.
 Kent Junction.
 Kinsac.
 Lyons Brook.
 Lock Broom.
 Leitches Creek.
 Lenwood.
 Londonderry.
 Little Metis.
 L'islet.
 Levis.
 Laurier.
 Lemieux.
 Mitchell.
 Millstream.
 Moffats.
 Murdock.
 Moncton.
 Model Farm.
 Memramcook.
 McKays.
 Milford.
 Milford.

Red Pine.
 Richardville.
 Rimouski.
 Riviere du Loup.
 Riviere Ouelle.
 Ste. Rosalie.
 St. Germain.
 St. Eugene.
 St. Apollinaire.
 St. Leonard.
 St. Cyrille.
 St. Nicholas.
 St. Wincelas.
 St. Joseph.
 St. Charles Jct.
 St. Pierre.
 St. Jean Chrysostome.
 St. Pacome.
 St. Romuald.
 St. Louis.
 St. Valier.
 St. Henri.
 St. Anne.
 St. Arsene.
 Ste. Flavie.
 St. Luc.
 St. Fabien.
 St. Simon.
 St. Eloi.
 St. Philip de Neri.
 St. Alexandre.
 St. Paschal.
 St. Octave.
 St. John.
 St. Anaclet.
 Stellarton.
 South River.
 Sussex.
 Sydney.
 Sylvester.
 Sackville.
 Scotsburn.
 Spring Hill Jct.
 Tracadia.
 Truro.
 Thomson.
 Trenton.
 Torryburn.
 Trois Pistoles.
 Upper Dorchester.
 Villeroy.
 Windsor Junction.
 Wellington.
 Waverly.
 West Bay Road.
 Wilsons.
 Westville.
 Wallace.

During the year new buildings were erected at the following places:—

L'Islet, new tool house.
 Levis, switchman's shanty.
 Bic, watchman's shanty.
 Bic, tool house.
 Campbellton, tool house.
 Moncton, switchman's shanty.

St. John, police building.
 Mulgrave, ice house.
 Campbellton, ice house.
 Riviere du Loup, ice house.
 Calhouns, station.

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During the year 'New Track Scales' were put in at the following places:—
Truro, Stellerton, Newcastle.

The Road and Structures have been kept in good repairs and Road is in as good condition as ever before.

I am,

Yours faithfully,

T. C. BURPEE.

Engineer of Maintenance Office,
Moncton, N.B.

May 15th 1911.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF SUPERINTENDENT MOTIVE POWER AND ROLLING STOCK,

MONCTON, N.B., June 21, 1911.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power and rolling stock department for the year ending March 31, 1911.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report.

I have the honour to be, sir,

Your obedient servant,

G. R. JOUGHINS,

Superintendent of Motive Power.

D. POTTINGER, Esq., I.S.O.,

Assistant Chairman, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL DEPARTMENT,

MONCTON,

Moncton, N.B., June 20, 1911.

SIR,—I beg to submit herewith the annual report of the operations of the mechanical department for the fiscal year ending March 31, 1911, as follows:—

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line.

B.—Statement showing the mileage made and the coal, oil, grease and waste consumed by locomotives.

Also a summary of the principal work done in the locomotive and car shops at Moncton, Halifax and Rivière du Loup.

During the year the following rolling stock was purchased on renewals account (revenue):—

- 10 Locomotives, freight, consolidation type.
- 1 Locomotives, passenger, pacific type.
- 5 First class passenger cars.
- 3 Postal cars.
- 2 Baggage cars.
- 3 Colonist cars.

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9 of the 10 consolidation locomotives replaced 26 old small type locomotives; 17 of the latter being taken off the register, thus reducing the total number of locomotives owned from 414 to 397. The total tractive power of the 9 modern locomotives exceed the 26, however, by 35,976 pounds.

The following cars were rebuilt in Moncton shops on renewals account (revenue) to replace the same number condemned:—

First class car No. 15, being rebuilt from old sleeping car Gaspé.

6 Vans.

4 Stock cars.

4 Platform cars, 1 diamond flanger rebuilt from platform.

Orders were placed in our shops at Moncton for the rebuilding of the following cars on renewals account (revenue) and the work has been commenced:—

1 Refrigerator car.

50 Box cars, 60,000 lbs. capacity.

10 Vans.

36 Platform cars, 80,000 lbs. capacity.

3 Colonist cars.

1 Official car No. 75, destroyed in the fire in 1906.

The fitting of side ladders to box cars was completed this year.

168 freight cars and vans, 1 plough and 2 auxiliary cars were fitted with air brakes, and 12 freight cars were fitted with the straight air.

In the fire which almost totally destroyed the town of Campbellton in July last the following loss and damage was sustained by this department: The round house with the machinery and tools and store stock was completely destroyed; seven locomotives were badly damaged; four freight cars, one hart convertible dump car and one flanger were destroyed; the water tank, 250 tons of coal and 60 cords of kindling wood were also destroyed.

A new 28 stall engine house has been built to replace the smaller one destroyed, which has been fully equipped with machinery and tools and which is now being occupied by our locomotives.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.

Superintendent of Motive Power, I. C. R.,
Moncton, N.B.

STATEMENT showing the number of Locomotives and the different classes of other Rolling Stock on the line on March 31, 1910, and March 31, 1911.

	Locomotives.	1st Class Sleeping Cars.	2nd Class Sleeping Cars.	Parlor Cars.	Dining Cars.	1st Class Passenger Cars.	2nd Class Passenger Cars.	Postal Cars.	Baggage Cars.	Box Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars.	20 Ton Coal Cars.	Steel Side Dump Cars.	Stock Cars.	Convertible Dump Cars.	Auxiliary Cars.	Vans.	Stoves Supply Car.	Pintsch Gas Car.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Flangers.	Total Ploughs and Flangers.	Steam Cranes.	Ballast Plough Cars.	Well Boring Car.	
On hand serviceable and repairing on March 31, 1910.	403	40	47	9	12	127	93	32	64	6	1	4	6798	143	3000	52	40	997	10	439	130	144	200	23	114	..	..	12525	52	20	2	2	1	40	117	15	2	1
To be replaced on March 31, 1910.	11	1	3	..	..	8	6	2	1	..	..	..	297	1	58	..	..	49	7	3	..	4	..	..	5	..	..	445	1	..	..	..	..	1	..	..	..	..
Total equipment on Mar. 31, '10.	414	41	50	9	12	135	99	34	65	6	1	4	7095	144	3058	52	40	1046	17	442	130	148	200	23	119	..	..	12970	53	20	2	2	1	40	118	15	2	1
Purchased during year on capital account, nil.																										1													
Built in the shops at Moncton on capital account																																							
Purchased during the year on renewals account (Revenue)									1																														
Changed in the shops from plat form to flanger																1																			1				
Deduct 17 old small type locomotives, as explained below	17																																						
Total equipment on Mar. 31, '11.	397	41	50	9	12	135	99	34	66	6	1	4	7095	144	3057	52	40	1046	17	442	130	148	200	23	119	1	1	12972	53	20	2	2	1	41	119	15	2	1	
To be replaced on March 31, 1910, as above	11	1	3	..	..	8	6	2	1	..	..	..	297	1	58	..	..	49	7	3	..	4	..	..	5	..	..	445	1	..	..	..	..	..	1	..	..	..
Condemned and destroyed during the year.	18	1	1	..	..	1	3	1	..	..	..	..	162	1	89	2	..	158	5	12	..	2	1	..	13	..	..	452	..	..	..	..	..	1	1	..	..	..
Total condemned and destroyed.	29	2	4	..	..	9	9	3	1	..	..	..	459	2	147	2	..	20	71	2	15	6	1	..	18	..	..	897	1	..	..	..	..	1	2	..	..	..
Replaced during the year on renewals account (Revenue):—																																							

[illegible]

MONCTON, N.B.,
31st March, 1911.

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The following is a report of the work done in the locomotive department at Moncton during the year:—

Erecting shop—

- 29 locomotives were partly rebuilt.
- 57 locomotives received general repairs.
- 32 locomotives received light repairs.
- 18 locomotives received heavy repairs.
- 7 locomotives were converted from compound to simple cylinder.

Boiler shop—

- 23,276 tubes were applied.
- 58 side sheets were made.
- 37 tube sheets were made.
- 14 door sheets were made.
- 60 fire boxes were patched.
- 23,676 tubes were pieced.
- 94 boilers were tested.
- 242 smoke stacks were made.
- 8 ashpans were made and 96 rebuilt.
- 70 front ends were made.
- 27,813 stay bolts were applied.
- 110 tender trucks were repaired.
- 76 tender frames were repaired.
- 8 water and oil tanks were built.
- 30 coal buckets were built and 28 repaired.
- 11 tenders were rebuilt.
- 27 long stacks were built.
- 30 ash pan slides were made.
- 12 shovelling plates were made.
- 11 Water service boilers were repaired, retubed and tested.
- 3 ash pan doors were made.
- 1,350 wheels were rivetted.
- 48 tender bolsters were repaired.
- 14 drop stacks were made.
- 21 foot plates were made.
- 23,000 copper ferrules were made.
- 5 locomotive cabs were repaired.
- 1 heating boiler was repaired, tubed and tested.
- 31 plates were cut and punched for S.S. Scotia.
- 9 tender bolsters were made.
- 15 ash buckets were made.
- 4 steel cradles were made.
- 8 petitcoats were made.
- 100 scrapers were made.
- 1 bucket was made for steam shovel.
- 23,700 tubes were cleaned.

Blacksmith shop—

- 2,018,986 lbs. iron forgings were made including 906,560 lbs. bolts.
- 776,279 lbs. steel forgings were made.
- 144 161 nuts were made.

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*Brass turning shop—**Pattern shop—*

The following patterns were made and repaired:—

353 for cast iron were made and 70 were repaired.

56 for cast steel were made and 145 were repaired.

295 brass castings made and 44 were repaired.

64 for malleable castings made and 53 were repaired.

Brass foundry—

The following was the output of this shop:—

379,129 lbs. bearings.

49,840 lbs. brass castings.

34,286 lbs. antimonial lead.

34,287 lbs. babbitt.

450 lbs. metallic packing.

200 air gauges, 212 air hammers and 72 air pumps were repaired.

39 burnside lubricators were remodelled.

379 beading tools were repaired.

1,200 beading tools were made.

100 brake cams were made.

300 brake cam nuts and 150 screws were made.

264 bell ringers were made.

64 blow off cocks were made.

500 cylinder cocks were made

236 sets dies were made.

78 fire hose couplings were made.

450 engine brasses were made.

600 flag staffs were made.

94 bottle jacks were repaired.

60 gauge glass cocks were made.

318 hydraulic jacks were repaired.

247 heater regulators were repaired.

74 injectors were repaired.

84 injector check valves were made.

213 Nathun lubricators were repaired.

2,350 oil cups were made.

50 piston oil cups were made.

174 pump governors were repaired.

482 reamers were made.

84 steam chest release valves and nipples were made.

108 small tender cocks were made;

200 steam gauges were repaired.

149 tender cocks were made.

290 taps were made.

110 try cocks were made.

224 tube cutters were made.

285 wheel defect gauges were made.

8 starting valves were made.

400 cylinder cock valves were made.

300 sets valve steam packing were made.

In addition to the above a large number of heater regulators, pump governors, brake cylinders, lubricators, air cylinders, engine valves and boiler mountings were overhauled, repaired and renewed on engines.

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Tin and Copper shop—

- 18,858 W. A. B. Hose couplings were fitted to new hose.
- 5,513 Signal and steam couplings were fitted to new hose.
- 20,467 Bushes were lined.
- 59 tanks were repaired for passenger cars. t
- 32 tank pipes were made.
- 689 switchlamps were repaired and painted.
- 246 tail lamps and 138 signal lamps were repaired and painted .
- 2 oil tanks were made and 9 repaired.
- 299 oilers and oil tanks were repaired.
- 275 headlights were repaired.
- 33 valve oil pots were made.
- 7 water crane pipes were made and 10 repaired.
- 2,812 sets metallic packing and 2,434 sets valve stem packing were made.
- 114 steam gauge lamps were repaired.
- 15 hand lamps were made.
- 167 water cans were repaired.
- 234 lubricator plates were made.
- 99 stacks were made.
- 21 coal boxes were made.
- 29 water tanks were made for cars.
- 28 joints galvanized pipe and 4 elbows were made.
- 2 snow melters were made.
- 13 ventilators were made.
- 12 stove bases were made.
- 9 copper boilers were made.
- 6 sinks were made.
- 70 headlight reflectors were repaired.
- 6 ice boxes and 8 drip pans were made.
- 200 gauge glass shields were made.
- 1,800 tin oil cup covers were made.

Three large casings were made for stoves at Hampton and pipes were also made for the furnace.

The roof gutters at Sackville station were repaired.

Four water closets, with all necessary connections, were installed in the government cottages at the North Crossing Moncton.

The closets in the freight shed at Moncton were changed.

Five water closets and five sinks were installed complete at Campbellton.

The heating system at the old and new shops at Moncton was repaired.

All the stoves between St. John and Point du Chêne were cleaned, repaired and set up for winter, and all pipe repaired.

Extensive repairs were made to the plumbing at 14 stations along the line and also at the offices and shops at Moncton.

124 tenders were equipped with train line pipes for signal, air and steam, and all water pipes were overhauled and repaired.

Repairs were made to copper pipes, pumps, heater and blower pipes, copper piping on locomotives, also repairs to all iron and air pipes, &c., and lagging removed, repaired and replaced on 132 locomotives.

Repairs were made to wash basins, taps, water closets, lamps, piping, brasswork, &c., on 307 passenger cars in the car shop.

The stoves, pipes, shields, &c., were repaired in 23 vans and 2 flangers.

The rest cars at Campbellton and Springhill Junction were equipped with stoves, pipes, &c.

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All the stoves and pipes were repaired, cleaned and put up in the different stations between Moncton and Campbellton, Loggieville and Fredericton, Indian town and Dalhousie branches, Moncton and Halifax and the Dartmouth branch.

Tender shop—

- 49 pilots and 2 cabs were made, and 120 cabs were repaired.
- 43 tender tanks received general and 19 heavy repairs
- 1 tender was lengthened, 78 repaired and 1 built.
- 213 cab curtains and 265 cushions were made.
- 416 seats were made.
- 118 headlight stands were made.
- 179 sashes were made and 250 were repaired.
- 152 running boards were made.
- 54 locomotive boilers were hooped.
- 50 brake beams were made.
- 32 benches and horses were made.
- 73 boxes were made and 114 were repaired.
- 11 wheelbarrows were made and 59 were repaired.
- 2 trolleys and 3 trucks were made.
- 565 hammer handles, 1,900 sledge handles and 52 monkey wrench handles were made.
- 12 tender frames were made.
- 8 side sills were made.
- 200 pump lagging were made.
- 2 tender outfit boxes were made and 6 were repaired.
- 4 tender truck bolsters were made.
- 112 flanging malls were made.
- 6 ladders were made and 5 were repaired.
- 12 coal buckets were rebuilt.
- 46 cab doors were made.
- 10 quadrants were made.
- 16 back boards were made.

Motion shop—

- 170 big end brasses were made, planed and fitted.
- 117 big end bolts were made and 222 were fitted to rods.
- 257 side rod bushes were bored out and 141 were applied.
- 325 small end brasses were planed and fitted.
- 18 crank pin caps were made.
- 39 guide gland bushes were made and fitted.
- 116 crank pin washers were turned up.
- 68 big end keys were machined and fitted.
- 52 crosshead pins and washers were turned up.
- 163 knuckle joint bushes were made and fitted and 74 were cut out.
- 8 valve stem bushes were made and fitted and 108 were repaired.
- 194 big end liners were made.
- 358 driving boxes were bored and 302 were planed.
- 223 driving brasses were applied.
- 84 driving boxes were made, 85 were repaired, and 546 were fitted to journals.
- 272 driving box brasses were fitted and lined and 207 were relined.
- 80 main rod brasses were refitted and 88 were planed and fitted.
- 375 main rod bolts and 41 main rod brasses were made.
- 36 side rod nuts were made.
- 32 main rod straps were made and applied.

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- 122 main rod keys were made and applied, and 217 were repaired.
- 269 knuckle joint nuts were made, bored and fitted.
- 312 knuckle joint pins and washers were made.
- 78 main rod keys were made and fitted to rods.
- 380 eccentric straps and pulleys were repaired, and 238 fitted to pulleys.
- 394 eccentric rod and pins were made and repaired.
- 11 eccentric pulleys were made.
- 3 engines counterbalanced.
- 41 Elvin automatic grease lubricators were applied.
- 5 piston rods were made and 86 were fitted to crossheads.
- 44 reversing lever pawls were made and 34 were repaired.
- 20 valve rod blocks were made.
- 1 boring bar was made.
- 60 valves were fitted.
- 36 transmission bars were repaired and refitted.
- 391 strips valve packing were made.
- 4 piston rod keys were made.
- 6 reversing lever boxes were bored out.
- 1 crosshead block and 108 pins were made.
- 103 crossheads were rebabbitted and planed.
- 42 crosshead nuts were made.
- 79 keys were fitted to crossheads.
- 7 crosshead pins were made and 73 were trued up.
- 21 crank pin caps were made and fitted.
- 451 cheek plates were made and 233 were fitted.
- 90 side rods were repaired.
- 23 main rod brasses were bored out.
- 400 side rod brasses were machined and fitted.
- 12 throttle valve spindles were repaired and applied.
- 13 valves and 58 valve stems were made.
- 52 yokes were made and 10 valve yokes were trued up.
- 104 side bushes were bored and fitted to rods.
- 3 front centre castings were bored.
- 180 eccentric feathers and 33 keys were made.
- 4 guide block bushes were made and fitted.
- 18 side rod brasses were repaired.
- 255 spring guards were made and applied.
- 8 crosshead jibs were made and fitted.
- 75 crank pin nuts were made.
- 8 piston rods were repaired.
- 36 equalizing bars and 36 pins and bushes were made.
- 29 crossheads were slotted.
- 60 valve rod keys were made.
- 50 driving wheels were repaired.
- 4 valve heads were made.
- 16 eccentric straps were made.
- 1 piston rod was made.
- 12 driving box liners were made.
- 2 reversing shaft boxes were made.
- 13 throttle gland bushes were made.
- 118 reverse shaft bushes were made and fitted.
- 21 cheek plates were fitted and rivetted to hub.
- 127 knuckle bushes were bored and fitted.
- 45 big end brasses were bored out.

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- 91 reverse box shafts were fitted.
- 34 reverse shaft bushes were made and 131 journals were trued and turned.
- 18 crank pins were made.
- 31 eccentric rod jaws were made.
- 158 knuckle joint nuts were reamed, tapped and faced.
- 25 rocker arms were made and fitted.
- 219 links and blocks were repaired and refitted.
- 82 valve rods were repaired.
- 60 rocker arms were fitted and 31 trued up.
- 130 rocker box bushes were machined and fitted.
- 20 piston valves were repaired.
- 165 slide valves were faced.
- 51 valves were repaired and packed.
- 6 link blocks were made.
- 161 reverse levers were repaired and fitted.
- 89 reach rods were repaired and fitted.
- 127 throttle levers were repaired.
- 27 throttle glands were machined and bushed.
- 58 reverse lever bearings were repaired.

Machine shop—

- 360 journals trued up and hubs faced.
- 240 crossheads replaned.
- 60 cylinder heads were made.
- 160 piston rods were turned and 40 were made.
- 179 piston heads were made.
- 11 cylinder and half saddles were fitted.
- 10 engine truck centre castings were fitted.
- 480 guide bars were trued up.
- 960 driving wedges were made.
- 240 guide blocks were made.
- 6 locomotive frames were machined.
- 170 whistles and 320 pop valves were repaired.
- 40 steam chests and 15 steam chest covers were made.
- 40 gas retorts were made.
- 24 cylinder bushes were bored and fitted.
- 8 foot plates were made.
- 10 centre pin guides were made.
- 36 engine truck boxes were made.
- 960 wedges replaned.
- 800 steel wheels bored out.
- 26 driving axles applied and 34 bored out.
- 248 driving tires applied and 818 turned off.
- 1,022 tender tires were turned off
- 7,083 new chilled wheels were bored and pressed on axles.
- 3,918 second hand chilled wheels were bored and pressed on axles.
- 1,028 new axles were turned and applied.
- 12,136 wheels were pressed off axles.
- 4,496 car tires were turned off and 1,383 were bored and fitted.
- 546 engine truck tires were turned off and 273 were bored and fitted.
- 75 smoke box doors and rings were made.
- 19 crank pins were made.
- 11 crossheads were made.
- 6,000 patch bolts were made.

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900,000 bolts were threaded.
270,550 lbs. nuts were tapped.
63,500 stay bolts were threaded.
48 engine truck wheels were applied.
2 safety valve domes were made.
2 pedestals were made.
8 motor car tires were turned off.
26 trailer truck tires were turned.
23 new tender axles were applied.
7 new car axles and 29 new engine truck axles were applied (Mulley).
49 tender axles were re-applied.
200 tube plugs were made.
88,000 nuts were faced.
400 wedge bolts were made.
3,000 W. A. B. pins and 1,000 bolts were made.
4,000 cylinder studs were made.
800 rings piston packing were made.
10,481 engine studs were made.
17,700 bolts were made.
1,900 stay bolts were made.
1 steel sleeve was made for S. S. Scotia.
2 shafts were made for S. S. Scotia.
9 Knowles pumps were repaired.
Extensive repairs were made to the electric light plant at St. John.

The following special work was done:—

Steam traps were repaired in the power house.
The shafting timbers in the planing mill, brass room and bolt room were all re-tightened.
One crane was built and installed over boring mill.
Repairs were made to the motor and driving gear on the wheel press.
One hot air hoist was repaired.
The tubes in the 500 H.P. boiler were examined and partly renewed.
Caps were taken off 50 tubes and the tubes bored out for the 250 H.P. boilers.
The boilers in the power house were tested.
The stores elevator was caged in and repairs were made to the lifting gears.
The gear was changed in the electric crane in the erecting shop.
The gas furnace in the boiler shop was changed to allow for more gas.
Motor was changed on the line shaft in the planing mill.
Sheaves on boiler were taken down and planed to allow the plate to clear.
Repairs were made to the press in smith shop.
Drivers on large lathe in the pattern makers shop were taken off and new drivers applied in place.
Two sets of parts for stoker were made and applied.
Repairs were made to the feed water pump.
Extensive repairs were made to yard crane No. 15.
New steps were constructed to office building.
A new power line was run through ducts from power house to blacksmith shop.
The night lighting system was installed.
Four concrete foundations were installed in the car shop for jacking up cars.
805 feet of pipe covering was applied.
48 Pyle national headlights were repaired.
100 armatures were repaired and rewound.
12 locomotive cabs were wired for lights.

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- 10 motors were installed and 6 repaired.
- 200 electric lights were renewed.
- 400 cords shortened and lamps replaced with tungsten lamps in shops.
- 250 controllers were repaired.
- 7 travelling cranes were repaired.
- 35 cooper hewitt tubes were replaced and 16 lamps installed.
- 2 large gas engines were repaired.

Three counters for stores, 10 feet of shafting, 20 compressed air signal distributing boxes, 9 sashes for shop foreman's office, 90 drawers for work benches, 17 countershaft supports, 12 wood split pulleys, 2 jib cranes from old shops were altered and sent, 1 bracket for the 60 ton crane locomotive rear end sling, 3 large racks 22 feet long 4 feet wide and 10 feet high with a large number of pigeon holes of various sizes.

Car shops—

The following cars were built:—

- 1 stores supply car.
- 1 pintsch gas car.

The following cars were rebuilt:—

- 6 vans.
- 1 flanger.
- 4 platform cars.
- 1 first-class car.
- 4 stock cars.

The following rolling stock received general repairs:—

- 7 sleeping cars.
- 8 first-class cars.
- 2 official cars.
- 6 baggage cars.
- 187 freight cars.
- 5 flangers.
- 2 dining cars.
- 9 second-class cars.
- 6 postal cars.
- 51 vans.
- 11 snowploughs.

The following cars received light repairs:—

- 25 sleeping cars.
- 1 parlor.
- 53 colonist.
- 17 postal.
- 13,212 freight.
- 2 motor cars.
- 15 dining cars.
- 18 official.
- 44 baggage.
- 22 vans.
- 94 first-class.
- 39 second-class.

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The following cars received medium repairs:—

- 18 sleeping cars.
- 6 parlor.
- 30 second-class.
- 34 baggage.
- 2 motor cars.
- 441 freight cars.
- 11 dining cars.
- 84 first-class.
- 28 colonist.
- 13 postal.
- 1 van.
- 1 auxiliary.

The following cars were cleaned, cut in and varnished:—

- 8 dining cars.
- 17 sleeping cars.
- 64 first-class.
- 17 colonist.
- 9 postal.
- 4 parlor cars.
- 2 official.
- 30 second-class.
- 27 baggage.

The following rolling stock was painted, lettered, varnished and stencilled:—

- 258 passenger cars.
- 21 refrigerator.
- 5 steel gondolas.
- 130 locomotives and tenders.
- 1 steam coal crane.
- 1,592 freight cars.
- 18 vans.
- 5 stock cars.
- 1 wrecking crane.

The following rolling stock was painted and lettered:—

- 5 refrigerator cars.
- 3 auxiliary cars.
- 2 rest cars.
- 2 cranes.
- 4 tank cars.
- 2 dump cars.
- 32 snow ploughs.

Freight car shops—

- 227 wooden trucks were built.
- 1,098 Acme levers were applied to cars.
- 41 sterlingworth trucks were re-inforced.
- Air brakes were applied to 171 freight cars, ploughs and flangers.
- 231 new roofs were applied to freight cars.
- 12 Miessner hand brakes were applied.
- 12 straight air pipes were applied to cars.
- 29 trucks were applied, replacing the sterlingworth.

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Woodworking mill—

- 40 foot boards were made and 1,000 wooden buffers were made.
- 20 pilots were built.
- 400 springs boards and 600 wooden bolsters were made.
- 500 brake beams and 1,000 truck sides were made.
- 1,504 flag sticks and 1,000 drawbar woods were made.
- 1,049 orders for material for outside stores were completed.
- 2,158,742 feet of lumber was milled.

Upholstering shop—

- 84 first-class cars received medium repairs, such as cleaning cushions, washing plush, &c.
- 8 first-class cars received heavy repairs, such as renewing cushions, carpets, washing and dyeing plush, &c., &c.
- 18 sleeping and 11 dining cars received medium repairs.
- 9 parlor cars received medium repairs.
- 7 sleeping cars and 2 dining cars received heavy repairs.
- 3 official cars and 1 air brake instruction car received medium repairs.
- 551 engine curtains were made.
- 332 engine cab seats and backs were upholstered.
- 12 car blinds and 67 water hose bags were made.
- 73 large copper pipes were covered with asbestos and cotton.
- 14 cotton duck bags and covers were made.
- 96 van cushions were made.
- 6 stretchers were covered.

A large number of small jobs were also done, such as upholstering office chairs, seats and backs and repairing flags, large maps, &c., for other departments of the railway.

Cabinet shop—

- 27 veneer panels were made.
- 39 ice box grates were made.
- 30 lamp stool standards were made.
- 17 refrigerator doors for dining cars were made.
- 59 car window sashes were made.
- 12 standard flat top desks and racks were made.
- 2 postal chairs and 2 train safes were made.
- 27 vestibule steps and 7 double doors were made.
- 8 postal car assorting tables were made.
- 16 swing berths and 9 mahogany vestibule doors were made.
- 7 mirror frames and 59 notices were framed.
- 9 pockets for blinds were made.
- 36 wooden wedges and 50 seat frames were made.
- 54 seat arm rests and 33 window stops were made.
- 63 art glass sashes were made.
- 3 fireman's hose reels were made.
- 16 dining car tables and 1 sideboard for dining car were made.

The following material was repaired in the cabinet shop:—

- 48 car doors.
- 5 typewriter stools.
- 4 cupboards.
- 9 tables.

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8 chairs.
16 step-ladders.
2 vestibule doors.
72 car seats.
4 filing cases.
185 dining car chairs.
2 templates.
11 train safes.
16 desks.

A large number of small jobs were also done.

Special work—

4 passenger cars were equipped with 2-inch main steam heating pipes.

The lighting in 33 parlor, sleeping and dining cars was remodelled from the flat flame to the mantle lamps.

2,244 freight cars had the F 36 triple valve removed and were equipped with the new style K-1 triple.

The following special work was also done in connection with the new shops:—

A new gas producer unit was purchased and installed, and a coal elevator was purchased and installed.

An explosion partly destroyed the water gas holder. This was repaired and is now in operation.

A steam pump was purchased and installed for operating the hydraulic valves of the old gas plant.

Four jib cranes were ordered and two were installed complete; the other two were partly installed. An old five ton jib crane was remodelled and partly installed.

Six 96-inch and four 48-inch industrial railway turntables were purchased and seven were installed. About 3,000 feet of 21-inch gauge track was laid in connection with these tables.

The old stationary grates were taken out of the two 250 H.P. boilers which were moved up from the old shops, and chain grate stokers were installed in their place.

A part of the yard 300 feet long and 130 feet wide at the east end of the freight car repair shop was planked to facilitate the repairing of freight cars; this will nearly double the capacity of this shop in fine weather.

Three 9 seat, one 6 seat and one single closet; also six urinals and eight 18-foot wash sinks were purchased for the new shops and will be installed during the coming year.

A mezzanine floor was built in a portion of the machine shop for the electrical department to repair motors, &c. This was fitted up with shelves, cupboards, racks and benches, and the whole place inclosed with lattice work. A portable lathe was set up on this floor.

Twelve narrow gauge trolleys were built for the new shops.

The waste cleaning machine, and picking mixing machine were moved up from the old shop and installed at the freight car shop.

Fifty-six metal lockers were installed in passenger car paint shop.

Piping was put in to return waste water from gas plant to the reservoir.

Three hoods and ventilating pipes were built of galvanized iron and put over washing tanks in the passenger car shop.

Three positive blowers were removed from the blacksmith shop and piping made and installed for air to be taken from the blast fans.

Thirty dope waste boxes were made for shops.

A transfer table was built at east end of the erecting shop for driving wheel storage tracks.

Two jib cranes were taken from the old shops and installed in new shops.

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The following machines were purchased for the new shops and will be set up during the coming year:—

- 1 planer.
- 1 universal saw bench.
- 1 double angle iron shear.
- 1 axle Keyseat miller.
- 1 1½-inch Ajax automatic rivet header.
- 1 matcher.
- 1 nut burring machine.
- 1 hot sawing machine.
- 1 No. 5 Knee type miller.

A locomotive wheel lathe, which had been sent away for repairs and alterations, was installed in the machine shop.

The following machines were installed:—

- 1 Landis piston rod grinder.
- 2 sharpeners.

Two Davies expansion boring bars were received and fitted on car wheel borers.

One drilling machine was removed from machine shop and installed in passenger car shop.

One drilling machine was removed from machine shop and installed in freight car shop.

One double sawing machine was removed from cabinet shop and installed in freight car shop.

The following material was made in Moncton shops and sent to River du Loup:—

One blue print cabinet, nine water boxes for forges, three plates for stationary boiler ash pits, two sets wheel lathe tools, one springmakers' furnace, two 48-inch and one 96-inch industrial railway turntables, four smith forge blast gates, sixty drawers for tool racks.

The following regular work was done in the locomotive department at Halifax:—

- 8 Locomotives received heavy and 182 specific repairs.
- 35 new tubes were applied and 185 tubes were pieced.
- 16 boilers were tested.
- 6 Sets driving tires were turned off.
- 6 New Engine truck wheels were applied.
- 40 New tender truck wheels were applied.
- 11,220 Bolts were forged.
- 13,520 Bolts were screwed.
- 1,045 Studs were screwed.
- 8 Engines and tenders were painted.
- 217 Piston rod and 210 sets valve stem metallic packing were made.

The following special work was also done at Halifax:—

A vacuum car cleaning plant was installed complete in the car cleaning yard at North street.

In the car repair shop a large amount of work was done on light repairs to cars during the year.

A lot of special work was done for the Maintenance and Traffic departments in the shops during the year.

The following regular work was done in the locomotive department at River du Loup:—

- 10 Locomotives received light, 16 specific, 23 general and 16 heavy repairs.
- 492 New tubes were applied and 6,620 tubes were pieced.
- 9 Fireboxes were patched.
- 82 Boilers were tested.
- 84 Driving tires were turned off.

2 GEORGE V., A. 1912

- 67 Engine truck, 220 tender truck and 4 trailing truck tires were turned off.
- 1 Crank pin was made.
- 1 Cab was made.
- 24 Pilots were made.
- 1 Tender frame was made.
- 11,292 Bolts were forged and 34,547 bolts were screwed.
- 2,514 Studs were screwed.
- 300 Lbs. nuts were tapped.
- 50 Engines and tenders were painted.
- 1,680 Sets piston rod and 1,817 sets valve stem metallic packing were made.
- 47,743 Lbs. iron forgings were made.
- 4 Coal cranes were repaired.

A large number of cars received light repairs during the year.

There was also a large amount of work done for the other departments of the railway in the locomotive and car shops during the year.

Chaudiere Junction—

A 750 gallon pump was received and will be installed during the coming year.

Water Service—

This service has been maintained in efficient condition during the year over the whole line.

INTERCOLONIAL RAILWAY.

STATEMENT of Mileage and Coal, Oil, Grease and Wool waste consumed by Locomotives
for year ended 31st March, 1911.

MONTHS.	Locomotive Mileage.	CONSUMPTION.					AVERAGE CONSUMPTION PER 100 MILES.				
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste.
1910.											
April	732,565	42,017	9,291	20,981	2,491	833	12,848	1.27	2.86	.34	.11
May	689,328	37,280	9,135	19,799	2,430	549	12,114	1.33	2.87	.35	.08
June	734,840	37,915	9,696	20,708	2,551	451	11,558	1.32	2.82	.35	.06
July	738,105	36,404	9,786	20,703	2,623	592	11,048	1.30	2.80	.36	.08
August	736,099	37,410	10,028	21,584	2,576	718	11,384	1.36	2.93	.35	.10
September	742,524	38,783	10,245	21,792	2,288	779	11,700	1.38	2.93	.31	.10
October	730,796	41,690	10,002	21,472	2,696	859	12,778	1.37	2.94	.37	.12
November	720,146	44,370	10,066	21,181	2,725	539	13,801	1.40	2.94	.38	.07
December	771,728	50,729	11,122	23,711	2,718	711	14,724	1.44	3.07	.36	.09
1911.											
January.. . . .	737,888	48,642	10,199	22,389	2,550	861	14,766	1.38	3.03	.35	.12
February	722,976	48,068	10,210	21,958	3,248	765	14,893	1.41	3.04	.45	.11
March.	847,053	55,628	10,447	24,892	4,782	1,079	14,711	1.23	2.94	.56	.13
Total.....	8,904,048	518,936	120,227	261,170	33,668	8,736	13,055	1.35	2.93	.38	.10

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B.,
March 31st, 1911.

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, year ended March 31, 1911.

1910.	Dr.	\$ cts.	\$ cts.	1910.	Cr.	\$ cts.
Mar. 31..	To cost of Intercolonial Railway to date.....		92,273,073 51	Mar. 31..	By Dominion of Canada.....	92,273,073 51
	Increase accommodation at Halifax	39,795 15				
	Strengthen Bridges	47,440 93				
	Enginehouse, &c., at Rivière du Loup	62,347 47				
	Locomotive and car shops with equipment and new freight yard at Moncton ..	80,437 01				
	Increase accommodation at St. John	6,000 28				
	Increase water supply	18,320 68				
	Improvements at Loggieville ..	2,534 74				
	Sydney mines diversion.....	100,000 00				
	Improvements at Ste. Rosalie.....	2,105 79				
	Subway at Robinson's crossing.....	4,189 16				
	Subway near Beresford.....	3,397 48				
	Diversion of line at Chatham and branch to wharf	149,976 56				
	Overhead crossing one mile west of Lac au Saumon	1,391 00				
	Cut off line at Moncton	53,857 66				
	Enginehouse, &c., at Chaudière Junction.....	6,000 00				
	Improvements at Lévis.....	3,521 48				
	Increase accommodation at Truro	10,159 55				
	Put line between Indianatown and Blackville into condition for operation.....	1,750 64				
	Increase accommodation and facilities along the line	31,317 51				
	General protection of highways.	7,039 48				
	Original construction.	734 38				
	Towards double tracking parts of line.....	5,625 72				
	New machinery for locomotive and car shops..	37,983 70				
	Buildings and property at Campbellton	75,000 00				
	Air brakes to freight cars.....	3,952 80				
	Pintsch gas apparatus.....	5,784 55				
	Extension to Sydney mines.....	155 75				
	Land at Gibson.....	4,578 10				
	Diversion of road to eliminate crossing at rail level between St. Cyrille and Drummond- ville.....	500 00		1911. Mar. 31,		
		765,897 57				

SESSIONAL PAPER No. 20

LESS—Proceeds of sale of Steamer Rimouski.....	3,600 00	762,297 57	By Dominion of Canada.....	762,297 57
		93,035,371 08		93,035,371 08

E. and O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

2 GEORGE V., A. 1912

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, Year ended March 31, 1911.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of Way and Structures	1,804,089	68	Passenger Earnings.....	2,899,419	82
Maintenance of Equipment	2,223,908	83	Freight Earnings.....	6,344,595	66
Traffic Expenses.....	196,228	65	Mail and Express Earnings.....	449,797	44
Transportation Expenses.....	5,149,189	46	Miscellaneous Earnings.....	169,970	48
General Expenses.....	222,610	17			
	9,595,976	79			
Balance.....	267,806	61			
	9,863,783	40		9,863,783	40

S. L. SHANNON,
Comptroller.

E. & O. E.
MONCUCN, N. B.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures, Year ended March 31, 1911.

No.		\$	cts.
1.	Superintendence.....	52,929	99
2.	Ballast.....	59,955	13
3.	Ties... ..	219,382	24
4.	Rails	168,633	36
5.	Other track material.....	127,212	53
6.	Roadway and track.....	607,746	75
7.	Removal of snow, sand and ice ..	119,612	80
9.	Bridges, trestles and culverts...	45,917	38
10.	Over and undergrade crossings ..	1,374	85
		1,402,765	03

SESSIONAL PAPER No. 20

• MAINTENANCE of Way and Structures, year ended March 31, 1911.

	\$	cts.
No. 11. Grade crossings, fences, cattle guards and signs	37,465	12
" 12. Snow and sand fences and snow sheds	7,206	53
" 13. Signals and interlocking plants	6,232	11
" 14. Telegraph and telephone lines	1,231	49
" 16. Buildings, fixtures and grounds	274,760	30
" 17. Docks and wharfs	22,638	55
" 18. Roadway tools and supplies	21,379	10
" 22. Injuries to persons	393	05
" 23. Stationery and printing	4,039	17
" 25. Other expenses	1,748	02
" 26. Maintaining joint tracks, yards and other facilities—Dr.	31,845	88
Cr.	1,811,711	35
" 27. Maintaining joint tracks, yards and other facilities—Cr	7,621	67
	1,804,089	68

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment, year ended March 31, 1911.

	\$	cts.
No. 28. Superintendence	55,565	98
" 29. Steam locomotives—Repairs	659,097	55
" 30. Steam locomotives—Renewals	222,222	20
" 35. Passenger train cars—Repairs	280,994	70
" 36. Passenger train cars—Renewals	111,111	00
" 38. Freight train cars—Repairs	567,593	43
" 39. Freight train cars—Renewals	166,666	80
" 44. Floating equipment—Repairs	13,522	83
" 47. Shop machinery and tools	49,986	65
" 49. Injuries to persons	1,862	04
" 50. Stationery and printing	10,995	00
" 51. Maintaining joint equipment at terminals—Dr.	3,790	17
" 52. Other expenses	41,282	45
" 53. Work equipment—Repairs	26,602	40
" 54. Work equipment—Renewals	12,615	63
	2,223,908	83

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

TRAFFIC Expenses, year ended March 31, 1911.

	\$	cts.
No. 57 Superintendence	57,991	79
58 Outside agencies	68,926	69
59 Advertising	39,653	21
60 Stationery and printing	26,690	39
61 Traffic associations	2,784	92
65 Other expenses	181	65
	196,228	65

E. & O. E. MONCTON, N.B.

S. L. SHANNON, *Comptroller.*

2 GEORGE V., A. 1912

No. 6.—INTERCOLONIAL RAILWAY.

TRANSPORTATION Expenses, year ended March 31, 1911.

	\$	cts.
No. 66 Superintendence	81,509	02
67 Despatching trains	152,707	53
68 Station employees	656,553	27
69 Weighing and Car Service Associations	1,671	75
72 Station supplies and expenses	94,276	47
73 Yardmasters and their clerks	35,238	39
74 Yard conductors and brakemen	136,636	75
75 Yard switch and signal tenders	13,667	20
76 Yard supplies and expenses	20,795	20
77 Yard enginemen	123,426	24
78 Enginehouse expenses—Yard	31,067	13
79 Fuel for yard locomotives	169,528	82
80 Water for yard locomotives	9,717	57
81 Lubricants for yard locomotives	3,502	06
82 Other supplies for yard locomotives	2,091	46
83 Operating joint yards and terminals—Dr	103,894	80
86 Road enginemen	514,394	13
87 Enginehouse expenses—Road	257,495	38
88 Fuel for road locomotives	1,590,802	56
89 Water for road locomotives	50,691	97
90 Lubricants for road locomotives	29,823	05
91 Other supplies for road locomotives	14,275	00
94 Road trainmen	670,264	54
95 Train supplies and expenses	184,896	51
96 Interlockers, block and other signals—Operation	11,516	83
97 Crossing flagmen and gatemen	11,810	64
98 Drawbridge operation	3,711	97
99 Clearing wrecks	17,221	47
100 Telegraph and telephone—Operation	10,815	12
101 Operating floating equipment	45,396	67
103 Stationery and printing	57,345	77
105 Other expenses	21,149	71
106 Loss and damage—Freight	36,696	44
107 Loss and damage—Baggage	535	94
108 Damage to property	25,705	83
109 Damage to stock on right of way	3,851	50
110 Injuries to persons	22,604	66
111 Operating joint tracks—Dr	10,926	17
CR.	5,228,215	52
No. 84 Operating joint yards and terminals—Cr	79,076	06
	5,149,139	46

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.
GENERAL Expenses, year ended March 31, 1911.

	\$	cts.
No. 113 Salaries and expenses of general officers	23,868	20
114 Salaries and expenses of clerks and attendants	92,054	26
115 General office supplies and expenses	3,186	55
116 Law expenses	10,204	33
118 Relief department expenses	9,399	96
119 Pensions	66,695	88
120 Stationery and printing	11,828	89
121 Other expenses	5,372	10
	222,610	17

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

GENNRAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1911.

DR.	CR.				
		\$	cts.	\$	cts.
To Balance, March 31, 1910	By Issues during year ended March 31, 1911.....			3,660,646	23
Purchases during year ended March 31, 1911 ..	Sales Material, fuel, &c	1,243,181	69	44,537	65
Charges from other departments.	Sales old material.....			285,114	07
Labour					3,990,297 95
Staff pay rolls.....	Balance—	3,896,419	71		
	Ordinary stores, including fuel.....			730,415	02
	Roadway and bridge material			418,888	43
				1,149,303	45
		5,139,601	40		5,139,601 40

S. L. SHANNON,

Comptroller and Treasurer.

(Sgd)

C. F. BURNS,

Auditor of Disbursements, I.C.R.

MONCTON, N.B.

2 GEORGE V., A. 1912

No. 9. INTERCOLONIAL RAILWAY.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1911.

Dr.		\$		cts.		Cr.		\$		cts.	
To Cash						By Dominion of Canada		1,131,174		70	
General stores				6		Intercolonial and Prince Edward Island Rail					
Station agents				1,149,303		ways employees' Provident Fund		258,791		25	
Receiver General				176,060		Equipment Renewal Account		580,033		97	
Provident Fund Account						Freight in Transit Account		7,611		79	
Auditor's Suspense Account						Rail Renewal Account		166,042		17	
Cash in Transit Account						Fire Renewal Account		10,966		57	
Cash in Transit Account											
Commissary stock											
Unclaimed freight											
Expenditures for Road and Equipment Sus-											
pense				38,272							
				14							
To Individuals and Companies Ledger—						By Individuals and Companies Ledger—					
Acadia Coal Co.		852		72		Amherst Malleable Iron Co.				40	
Atlantic Coast Lines		27		47		Beersville Ry. and Coal Co.				216	
Armour Car Lines		8		03		J. Harvey Brownell.				376	
H. and A. Allan		66		25		Canadian Express Co.				201	
Atlantic and Lake Superior Ry.		1,313		20		Cape Breton Ry.				8	
Atcheson, Topeka and Santa Fe Ry.		854		30		Cumberland Ry. and Coal Co.				178	
Ann Arbor Ry.		8		07		Chatham Ry.				07	
Alabama Great Southern Ry.		15		41		Chappell Bros.				135	
Armstrong Refrigerator Co.		3		20		Ben Cohen				298	
Steamship 'Amelia'		70				J. and A. Calligan				117	
Austin Lumber Co.		272		46		Colonial Granite Co.				102	
Allis-Chalmers-Bullock.		25		33		Cornwall and York Cotton Mills Co.				263	
John Abrams and Sons.		22		29		Louis E. Couture				125	
Austen Bros.		12		00		Crédit Foncier Canadien				545	
Boston and Maine Ry.		678		55		Department of Justice				1,000	
Baltimore and Ohio Ry.		360		81		Dubs & Co.				98	
Bangor and Aroostook Ry.		13		92		Dominion Iron & Steel Co.				419	
Board of Railway Commissioners		63				G. Dumont				73	
Buffalo, Rochester and Pittsburgh Ry.		32		27		W. H. Duffy				288	
Buffalo and Susquehanna Ry.		3		48		Elgin and Havelock Ry.				1	
Bessemer and Lake Erie Ry.		30				Elmsdale Co.				1,190	
Bathurst Lumber Co.		39		56		T. E. Fernald & Co.				223	
Brown Machine Co.		314		14		Grand Lake Lumber Co.				383	
Caraquet Ry.		14,651		64		General storekeeper.				80	
Canadian Pacific Ry.		20,282		24		L. Goodspeed & Son				224	
Charlottetown Steam Navigation Co.		22		92		Abner Gordon				180	
Canadian Pacific Railway (N.B. Div.).		4,018		75		Halifax Station Labor				1,773	
Central Vermont Ry.		993		26		Harris Forge Co.				385	
Coal and Coke Co.		2		96		J. & D. A. Harquail				279	
Canada Iron Corporation.		7		00							

2 GEORGE V., A. 1912

No. 9. — INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1911—Continued.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward.....			2,032,671	86	Brought forward.....		2,457,820 45
To Frank A. Cutting Co.....	9	97			Delaware and Hudson Ry.....	29	64
Canada Foundry Co.....	89	14			Duluth, South Shore and Atlantic Ry.....	221	60
Charleston and Western Carolina Ry.....	6	29			Denver and Rio Grande Ry.....	79	52
Canada and Gulf Terminal Ry.....	1,989	57			Great Northern Ry. Line.....	1,856	95
Cudahy-Milwaukee Refrigerator Line.....	38	48			Grand Trunk Pacific Ry.....	185	13
Cornwall and Lebanon Ry.....	2	55			Illinois Central Ry.....	90	13
Dept. of Agriculture.....	91	72			Interprovincial Navigation Co.....	13	80
Dominion Tar and Chemical Co.....	10	65			Lake Shore and Michigan Southern Ry.....	26	78
Dept. of Public Works.....	2,074	62			Maine Central Ry.....	5,266	49
Dept. of Marine and Fisheries.....	503	05			Northern Pacific Ry.....	572	32
Dept. of Militia and Defence.....	5,874	92			Minneapolis, St. Paul and Sault Ste. Marie Ry.....	511	41
Dominion Atlantic Ry.....	6,129	88			New York Central and Hudson River Ry.....	107	73
Dominion Coal Co.....	6,975	41			New York, New Haven and Hartford Ry.....	415	04
Delaware and Hudson Ry.....	39	31			New Brunswick Coal and Ry. Co.....	18	95
Delaware Lackawanna and Western Ry.....	23	95			Pennsylvania Ry.....	67	20
Duluth, South Shore and Atlantic Ry.....	12	26			Pennsylvania Co.....	0	45
Dominion Express Co.....	2	50			Quebec Central Ry.....	212	35
Dept. of Interior.....	47	80			Southern Pacific Ry.....	175	45
Dept. of Labour.....	2,701	00			Salisbury and Harvey Ry.....	1,439	54
Dept. of Railways and Canals (Stores Acct.).....	1	17			Temiscouata Ry.....	84	74
Detroit and Mackinac Ry.....	2	08			Temiskaming and Northern Ontario Ry.....	190	68
Dominion Molasses Co.....	3	00			Union Pacific Ry.....	192	77
Detroit, Toledo and Ironton Ry.....	2	45			Wabash Ry.....	293	90
Denver and Rio Grande Ry.....	1	83					28,774 10
Detroit and Toledo Shore Line.....	4	59			By Car Service Ledger—		
Doud Stock Car Co.....	1	40			Atlantic Coast Line.....	38	30
S. A. L. Dewolfe & Son.....	155	16			Lake Terminal Ry.....	0	60
Dept. of Naval Service.....	260	77			Condersport and Port Allegheny Ry.....	9	55
Erie Ry.....	162	97			New York Central Lines.....	12	57
Elder-Dempster Co.....	82	62			Pickens Ry.....	0	70
Estey & Co.....	39	00			Woodstock Ry.....	1	20
Erie and Michigan and Navigation Co.....	5	49			Wilkes-Barre and Hazelton Ry.....	0	35
Captain J. A. Farquhar.....	9	60			Washington, Belt and Annapolis Ry.....	0	70
Furness, Withy & Co.....	2	62					63 97
Freight Claim Agent.....	3	43					
Grand Trunk Ry.....	16,038	54					
Great Northern Ry. of Canada.....	12	91					
Galena Signal Oil Co.....	126	75					
General Construction and Dredging Co.....	1	65					
Green Bay and Western Ry.....	6	25					
Great North Western Telegraph Co.....	425	56					

No. 6.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1911—Continued.

Dr.	\$ cts.	\$ cts.	Cr.	\$ cts.	\$ cts.
Brought forward		2,032,671 86	Brought forward		2,457,820 45
To Mobile & Ohio Ry	6 77				
Milwaukee Refrigerator Transit Co.	16 00				
H. W. Monsell & Co.	18 08				
Miller's Tanning Extract Co.	6 67				
Morrell Refrigerator Line	6 29				
Morrison & Clark	1,702 14				
Mississippi River & Bonne Terre Ry	2 04				
Montour Ry	71				
Marine Ry Co.	3 04				
H. F. McDougall	8 46				
W. P. McNeil & Co	6 25				
Nelson McDougall	75 00				
McLellan Lumber Co	40 00				
McDonnell & O'Brien	18 82				
New Brunswick Coal & Railway Co.	49,281 81				
New York Central & Hudson River Ry.	394 69				
National Despatch Line	13 31				
Newfoundland Ry.	217 77				
New York, New Haven and Hartford Ry.	73 79				
Northern Navigation Co.	15 41				
New York, Chicago and St. Louis Ry.	76 69				
New Brunswick and P. E. Island Ry.	3,181 72				
Northern Pacific Ry.	10 78				
National Despatch—Great Eastern Line	222 39				
Northern Central Ry.	11 26				
Norfolk and Western Ry.	53 65				
New York, Philadelphia and Norfolk Ry.	1 14				
New Orleans and North Eastern Ry.	12 91				
New York, Ontario and Western Ry.	4 64				
National Labour Congress	146 40				
North Shore Ry.	17 40				
Northern New Brunswick and Seaboard Ry.	168 96				
New Brunswick Cold Storage Co.	119 75				
New Brunswick Pulp and Paper Co.	80 03				
Nashville, Chattanooga and St. Louis Ry.	6 66				
Newburgh and South Shore Ry.	0 29				
Oregon Railway and Navigation Co.	6 25				
Post Office Department	57,772 40				
Prince Edward Island Ry.	9,808 75				
Pictou Station Labour	200 00				

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Pullman Co.....	72 48
Pennsylvania Ry.	384 25
Price Bros.	1,336 02
J. W. Pyke & Co.	4 50
Pennsylvania Co.	64 36
Pittsburgh, Cincinnati, Chicago and St. Louis Ry.	2 38
Père Marquette Ry.	217 48
Pittsburgh & Lake Erie Ry.	23 19
Philadelphia & Reading Ry.	73 47
Philadelphia, Baltimore & Washington Ry.	12 05
Pickford & Black....	162 99
Peoria & Eastern Ry.	10 25
Pittsburgh, Shamut & Northern Ry.	0 48
Peoria & Pekin Union Ry.....	1 33
Pacific Fruit Express.	45 36
Felix Fichette,	6 00
Peerless Transit Co.	12 45
Preston Car & Coach Co.	74 20
Quebec Central Ry.	986 33
Quebec Southern Ry. (New Account).	640 20
Quebec and Lake St. John Ry.	71 51
Quebec Southern Ry. (Old Account)	21,808 64
Quebec Ry., Light and Power Co.	0 30
Rhodes, Chury & Co.	8,317 68
Rutland Ry.	10 96
Charles D. Rudlock	110 00
Ryan & McDonnell	3,736 29
William Rutledge.	6 61
Record Foundry & Machine Co.....	13 65
Railway Automatic Car Co.	61 40
Swift Refrigerator Line.	27 10
Salsbury & Harvey Ry.	8,317 46
Southern Pacific Ry.	17 52
Southern Ry.	41 51
St. Lawrence and Adirondack Ry.....	4 18
Seaboard Air Line	11 40
St. Louis and St. Francisco Ry.	26 36
St. Louis South Western Ry.	12 84
St. Louis Refrigerator Co.	1 30
St. Monique Station.	10 00
Sanderson Manufacturing Co.....	14 87
Santa Fe Refrigerator Despatch	15 95
J. B. Sangster	13 18
Sussex Station	25 00
Shaw and Mason.	179 66
N. C. Scott.....	29 64

Carried forward.

2,032,671 86

Carried forward.

2,515,361 29

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDED MARCH 31, 1911.—Concluded.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward.....			2,032,671	86	Brought forward.....		2,515,361 29
To St. John Station Labor.....	1,000	00					
Smith-Tyler Co.....	9	26					
San Antonio and Aransas Pass Ry.....	41	00					
Tenniscouata Ry.....	176	83					
Texas and Pacific Ry.....	18	34					
Toronto, Hamilton and Buffalo Ry.....	2	38					
Trois Pistoles Pulp and Paper Co.....	73	82					
Transcontinental Ry Commissioners.....	2,001	69					
E. Tiffin.....	5	06					
Toledo, St. Louis and Western Ry.....	5	56					
Toledo and Ohio Central Ry.....	2	39					
Toledo Peoria and Western Ry.....	0	61					
D. Tremblay.....	123	29					
S. M. Tweedie.....	49	90					
Toronto Construction Co.....	519	55					
Trinity and Brazos Valley Ry.....	0	43					
Torrie and Winter.....	1	50					
Taylor and Arnold.....	16	41					
Vandalia Line.....	4	08					
Union Pacific Ry.....	30	13					
Wabash Ry.....	80	54					
Western Union Telegraph Co.....	27	33					
A. N. Whitman and Son.....	150	00					
E. A. Wallberg.....	2	97					
Wabash Pittsburg Terminal Ry.....	0	46					
Wisconsin Central Ry.....	8	00					
M. Wood and Sons.....	45	62					
Wheeling and Lake Erie Ry.....	10	25					
Western Allegheny Ry.....	3	07					
West Jersey and Seashore Ry.....	0	40					
York and Carleton Ry.....	25	80					
Individuals and Companies Ledger Suspense:			121,479	05			
General Storekeeper.....	219	81					
Canada and Gulf Terminal Ry.....	63	32					
Canada Car and Foundry Co.....	115	39					
Dominion Atlantic Ry.....	60	16					
Dominion Iron and Steel Co.....	271	25					
Halifax and South Western Ry.....	88	99					

D. G. Kirk	16 81	
Prince Edward Island Ry	40 80	
Intercolonial and Prince Edward Island Rail- ways Employee's Provident Fund.	61 58	938 11
Traffic Ledger		
H. & A. Allan	2,049 83	
Allan Bros & Co	12 00	
Baltimore & Ohio Ry.....	20	
Cleveland, Cincinnati, Chicago & St. Louis Ry.	43 56	
Dominion Steamship Line	116 79	
Elder, Dempster Co	17 19	
Grand Trunk Ry	37,230 40	
G. F. Beckman	10	
Lehigh Valley Ry.....	06	
Maritime Coal, Ry. & Power Co.....	94	
Newfoundland Ry.....	8,592 41	
Robert Reford Co	7 50	
Salvation Army	2,684 88	
Uranium Steamship Co.	1,401 12	
Western Passenger Association.. ..	23 94	
		52,180 92
Car Service Ledger:—		
Atcheson, Topeka & Santa Fe Ry.	25	
Albany & Hudson Ry.....	4 25	
Ashland & Western Ry	3 75	
Buffalo, Attica & Arcade Ry.	35	
Bristol Ry.....	16 05	
Brockville, Westport & Western Ry.....	35	
Chicago, Peoria & St. Louis Ry.....	50	
Chesapeake & Ohio Ry.....	287 65	
Chicago, Cincinnati & Louisville Ry.....	137 25	
Darham & Charlotte Ry.	1 20	
Des Moines Union Ry.....	5 60	
Dry Forks Ry.....	1 40	
Elgin & Havelock Ry	438 47	
Eastern Railway of New Mexico	24 50	
Eastern Carolina Ry.	35	
Grand Trunk Ry.....	20 00	
Genesee & Wyoming Ry.....	10 70	
Georgia Northern Ry.	5 00	
Inverness Ry. & Coal Co	23 00	
Jamestown, Chautauqua & St. Louis Ry.	9 80	
Mississippi River & Bonne Terre Ry.....	1 75	
Mount Jewett, Knizna & Riterville Ry..	50	
Munising Ry.....	35	
New Orleans & Great Northern Ry.....	48 66	
New Orleans Public Belt Ry.....	22 75	
		1,509 46
		2,507,841 29

Carried forward

2,515,361 29

No. 9. INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE, YEAR ENDING MARCH 31, 1911—Continued.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward			2,507,841	29	Brought forward	2,515,361	29
To Pittsburg, Shawmut & Northern Ry		7 70					
Quebec Ry, Light & Power Co		1 05					
Salisbury & Harvey Ry		339 10					
South Manchester Ry		30					
Trinity & Brazos Valley Ry		35 35					
Teniskaming & Northern Ontario Ry		25 90					
Tallulah Falls Ry		2 10					
Canadula Valley Ry		64					
Wheeling Terminal Ry		1 05					
White River Ry		2 45					
Rents Ledger							
J. Janowyc		5 84					
J. H. McLeod		6 00					
J. M. O'Brien		25 00					
Andrew Davies		5 67					
Newfoundland Ry		641 67					
D. Pichette		105 00					
Canadian Pacific Ry		429 15					
Charles A. Ethier		02					
Post Office Department		6 25					
Duncan McIvor		2 00					
Steamer <i>Grandille</i>		25 00					
N. Pashie		5 00					
Miramichi Lumber Co		15 00					
James Canaan		16 00					
Imperial Oil Co		13 50					
C. Vellien		25 00					
N. Lamontagne		7 50					
Dame C. W. Carrier		216 00					
Olivier Gingras		54 00					
Misses Camire		12 00					
Maurice Camire		11 00					
Mrs. J. Atkinson		90 00					
Mrs. L. L. Roberge		88 00					
James Cloutier		36 00					
Frank Cloutier		4 50					
H. Bégin		169 00					
Jean Lamothé		40 50					
Louis Boivert		18 00					

SESSIONAL PAPER No. 20

Emilie St. Laurent.....	185 00
Peter Bernier.....	14 00
Geo. Cloutier.....	36 00
David Rouleau.....	36 00
Arthur Lamontagne.....	24 00
J. D. Denings.....	3 00
Joseph Higgins.....	5 00
E. J. Smith.....	1 00
J. A. R. Weir.....	8 00
G. W. White.....	3 75
Mrs. Agnes Weir.....	2 00
Henry O'Leary.....	1 00
Mrs. D. McLean.....	1 00
E. S. Vye.....	1 00
James Sproull.....	1 00
A. B. Copp.....	4 00
Robert O'Leary.....	1 00
Mrs. Desmond.....	1 00
E. J. Smith.....	1 00
W. J. Williams.....	1 00
M. Patterson.....	1 00
James Shannon.....	25 1
John R. Stewart.....	50
William Young.....	6 00
Mrs. M. Bourgoin.....	1 00
Charles Richards.....	1 00
D. S. Harper.....	1 00
P. McCourt.....	1 00
Adam Mahar.....	25
Geo. Mann.....	25
Benj. Smith.....	25
Geo. Lovett.....	25
Municipality of Amqui.....	10 00
D. McEvoy.....	5 00
J. M. Dube.....	1 00
Price Bros.....	2 00
Geo. B. Burnett.....	25
B. Gladwin.....	6 00
Atkinson & McLeod.....	3 00
M. McLean.....	15 00
Angus McIsaac.....	5 00
J. Kirkpatrick.....	2 00
John C. Gass.....	45 00
M. A. McLeod.....	10 00
David Richards.....	1 00
Kilgour Shives.....	1 00
George Stone.....	5 00
James Ferguson.....	25

Carried forward

2,507,841 20

Carried forward

2,515,361 20

SESSIONAL PAPER No. 20

Townman Wheaton.....	10 00
James Archibald.....	1 00
John W. Logan.....	5 00
Henry Laman.....	1 00
Robert Douglas.....	2 00
Antigonish & Sherbrooke Telephone Co..	3 00
Emile Paturel.....	2 00
Geco, Cooper and J. P. Cunningham ..	10 00
Ronald Chisholm.....	1 00
S. W. Dinock.....	1 00
Robert Crawford.....	1 00
B. A. T. Underhill.....	1 00
Sackville Hay & Feed Co.....	30 00
Mackay Mining Co.....	10 00
H. McIlart.....	45 00
H. M. Kent.....	5 00
Samuel Melanson.....	5 00
Doucett Bros.....	5 00
City of Sydney.....	2 00
New Brunswick Telephone Co.....	1 00
Charles A. Vanwie.....	1 00
Dominion Express Co.....	25 00
Benjamin Trites.....	1 00
Sydney Cement Co.....	25 00
Sydney & Louisburg Ry.....	465 67
Payzant Card & Co.....	5 00
Dominion Express Co.....	20 00
Canadian Express Co.....	48
W. J. Kent.....	5 00
Canadian Express Co.....	6 37
Town of North Sydney.....	1 00

3,916 83

Advances:

To E. H. McAlpine.....	140 00
T. P. Owens.....	1,500 00
H. M. Stevens.....	5 06
Sir G. Falconbridge.....	500 00
A. E. G. McKenzie.....	200 00
A. R. Smith.....	20 00

2,365 06

2,515,361 29

2,515,361 29

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

2 GEORGE V., A. 1912

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Averages, year ending March 31, 1911.

Mileage of railway	1,455 63
Engine mileage	8,904 048
Total train mileage	6,970 346
Total car mileage	97,506 352
Ratio of earnings to gross earnings	
Revenue from transportation	Per cent.
Revenue from operation other than transportation	98 05
Gross earnings per mile of railway Dollars	1 95
" engine mile	6,776 30
" train mile	1 11
" car mile Cents	1 42
	10 12
Ratio of expenses to gross earnings	Per cent.
Maintenance of Way and Structures	18 23
" Equipment	22 55
Traffic expenses	1 99
Transportation expenses	52 20
General expenses	2 26
Expenses per train mile	Cents.
Maintenance of Way and Structures	25 88
" Equipment	51 91
Traffic expenses	2 82
Transportation expenses	73 87
General expenses	3 19
Expenses per mile of railway	Dollars.
Maintenance of Way and Structures.. . . .	1,239 39
" Equipment	1,527 80
Traffic expenses	134 81
Transportation expenses	3,537 40
General expenses	152 93
Locomotive and car repairs per locomotive and car—	Dollars.
Locomotives	1,585 65
Passenger cars	615 06
Freight cars	45 26

C. F. BURNS,
Auditor of Disbursements.
S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT OF RECEIPTS 1910-11.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1910				
April	223,675 84	563,502 99	63,302 67	850,481 50
May	212,529 19	515,131 66	40,578 92	768,239 77
June	263,678 76	524,270 22	50,122 64	838,071 62
July	318,026 68	484,684 36	52,767 92	855,478 96
August	353,587 99	507,987 93	48,372 14	909,948 06
September	338,829 82	523,713 77	55,476 22	918,019 81
October	254,826 10	548,251 67	54,006 93	857,084 70
November	187,774 60	586,994 88	62,371 84	837,141 32
December	212,035 06	552,657 33	64,335 94	829,028 33
1911				
January	177,710 66	465,391 02	48,312 13	691,413 81
February	152,079 09	470,552 47	49,943 36	672,574 92
March	204,666 03	601,457 36	30,177 21	836,300 60
1910-11	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1909-10	2,765,884 66	6,048,881 18	453,466 15	9,268,234 99

S. L. SHANNON,

Comptroller and Treasurer.

W. H. ESTANO,

Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

PASSENGER STATEMENT 1910-11.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1910						
April	231,191	6,054,759	20,650	7,509,959	251,841	13,564,718
May	247,389	7,483,577	20,380	4,552,548	267,769	12,036,125
June	256,209	10,440,524	20,644	4,120,647	276,853	14,561,171
July	314,140	12,389,161	31,449	4,659,760	345,589	17,048,921
August	347,913	13,126,527	31,543	6,079,245	379,456	19,205,772
September	290,312	13,452,386	31,518	5,977,085	321,830	19,429,471
October	235,707	8,925,762	25,269	4,596,070	260,976	13,521,832
November	208,380	6,578,041	16,220	3,286,325	224,600	9,864,366
December	247,487	8,204,097	18,044	3,815,063	265,531	12,019,160
1911—						
January	202,800	5,972,780	17,859	3,876,707	220,659	9,849,487
February	176,161	5,227,037	11,866	3,194,318	188,027	8,421,355
March	210,746	6,377,687	19,018	6,481,157	229,764	12,858,844
1910-11	2,968,435	104,232,338	264,460	58,148,884	3,232,895	162,381,222
1909-10	2,873,547	103,138,341	248,777	49,006,468	3,122,324	152,138,809

S. L. SHANNON,

Comptroller and Treasurer.

W. H. ESTANO,

Traffic Auditor.

2 GEORGE V., A. 1912

INTERCOLONIAL RAILWAY OF CANADA.

FREIGHT STATEMENT 1910-11.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1910—						
April	275,837	62,085,180	79,762	42,441,358	355,599	104,526,538
May	247,993	53,368,396	71,540	35,118,297	319,533	88,486,693
June	250,125	50,105,122	68,004	34,100,151	318,129	84,205,273
July	231,490	41,711,909	61,725	28,486,052	293,215	70,197,961
August	249,393	45,792,720	89,713	40,145,469	339,106	85,938,189
September	259,526	42,176,844	81,716	37,563,872	341,242	79,740,716
October	265,023	46,344,948	88,099	44,167,961	353,122	90,512,909
November	289,105	48,193,491	102,664	51,310,251	391,769	99,503,742
December	240,988	39,464,349	117,468	61,325,339	358,456	100,789,688
1911—						
January	232,954	46,623,736	81,262	42,476,107	314,216	89,099,843
February	239,174	50,803,966	71,165	36,687,741	310,339	87,491,707
March	303,829	65,533,195	102,845	54,608,075	406,674	120,141,270
1910-11	3,085,437	592,203,856	1,015,963	508,430,673	4,101,400	1,100,634,529
1909-10	2,958,642	561,569,064	968,598	505,424,693	3,927,240	1,066,993,757

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

DESCRIPTIVE STATEMENT of Freight transported during the year ended March 31, 1911.

	Number.	Tons.
Barrels flour	1,696,280	169,628
Bushels grain	5,080,848	111,667
Live stock	113,976	20,961
Sup. feet lumber	647,327,499	897,819
Coal and other fuel		1,098,347
Manufactured goods		1,229,318
All other articles		573,660
Total		4,101,400

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Traffic Auditor.

SESSIONAL PAPER No. 20

COMPARATIVE STATEMENT of Principal Revenue Producing Freight carried over the
Intercolonial Railway in 1909-10 and 1910-11.

Description.	Year ended 31st March, 1910.	Year ended 31st March, 1911.
	Tons.	Tons.
<i>Product of Agriculture :</i>		
Grain	155,484	111,667
Flour.....	160,817	169,628
Potatoes.....	31,222	20,332
Hay	72,229	58,354
Apples, fruits and vegetables.....	18,855	13,487
Other mill products . . .	31,511	16,749
Cotton . . .	3,723	5,794
<i>Products of Animals</i>		
Hogs and horses.....	8,898	8,174
Sheep and cattle.....	9,768	11,034
Lambs	1,967	1,753
Dressed meats.....	18,439	15,028
Poultry and game.....	411	954
Fish.....	27,887	36,737
Oysters.....	1,053	2,433
Wool.....	1,642	1,590
Hides and leather.....	6,667	6,860
<i>Products of Mines :</i>		
Coal and coke	1,050,362	1,039,722
Ore.....	5,740	22,382
Sand, stone, etc.....	184,673	175,080
Salt.....	8,898	12,661
Slate and granite.....	1,548	1,461
Phosphate.....	15,351	10,292
<i>Products of Forests :</i>		
Lumber	416,774	529,950
Bark	15,835	13,874
Cord wood.....	48,751	58,625
Pulp wood.....	185,385	183,534
Wood pulp.....	39,072	42,086
Shingles.....	78,930	70,696
Other forest products.....	259,002	113,639
<i>Manufactures .</i>		
Petroleum and oils.....	27,537	35,363
Sugar.....	62,571	52,192
Iron and steel rails.....	88,484	108,549
Iron, pig and bloom	138,468	64,867
Wire rods.....	91,389	90,475
Steel billets.....	89,416	135,096
Other castings and machinery.....	75,419	111,615
Bar and sheet metals.....	12,659	46,031
Brick, lime and cement	107,199	103,027
Agricultural implements.....	7,585	12,273
Furniture	5,825	9,638
Immigrants' effects.....	1,821	4,175
Miscellaneous.....	357,963	543,523
Grand total.....	3,927,240	4,101,400

(Sgd.) S. L. SHANNON,

Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,

Auditor of Traffic.

2 GEORGE V., A. 1912

INTERCOLONIAL RAILWAY.

STATEMENT showing quantity of the under-mentioned articles carried over the I. R. C.
during fiscal year ended March 31, 1911.

Articles.	Via Montreal.	Via St. Rosalie.	Via St. John.	For Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound.	1,293	532		24,166	25,991
Refined sugar, west bound	9,368	6,326	947	25,026	41,667
European freight, west bound.	10,500	4,362	27	33,755	48,644
" east bound	17,107	2,858	6,900	97,021	123,886
	Bush.		Bush.		Bush.
Grain for shipment.	233,839		2,000		235,839
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh fish	4,300	1,216	2,733	6,161	14,410
Salt fish	3,590	803	1,933	9,130	15,546
Coal	180	90	633	983,921	984,824

* Includes 74,846 tons deals.

W. H. ESTANO,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal shipped over the I. R. C. during fiscal year ended March 31, 1911.

From	FOR THE WEST.			For Local Stations.	Total.
	Via St. John.	Via St. Rosalie.	Via Montreal.	Tons.	Tons.
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton.	340	90	180	430,522	431,132
Westville.				32,730	32,730
New Glasgow				70,176	70,176
North Sydney	293			44,442	44,735
Sydney				11,570	11,570
Point Tupper.				101,836	101,836
Maccan				202,838	202,838
Norton				41,476	41,476
Coal Branch				83	83
Harcourt				7,340	7,340
Springhill				40,908	40,908
	633	90	180	983,921	984,824

W. H. ESTANO,
Traffic Auditor.

S. L. SHANNON,
Comptroller and Treasurer

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Passenger Business done at the Port of Halifax during
the year ending March 31, 1911.

Name of Steamer.	NUMBER OF PASSENGERS.			
	1st	2nd	Steerage.	Total.
C.P.R. S.S. Line				
Empress of Ireland	147	82	28	257
Empress of Britain	105	16	24	145
Allan Line				
Corsican	147	1,348	3,461	4,956
Pretorian		265	711	976
Virginian	156	1,020	2,131	3,307
Hesperian	129	742	2,428	3,299
Tunisian	140	865	2,785	3,790
Numidian		228	372	600
Victorian	174	1,081	2,267	3,522
Mongolian	45	328	1,291	1,664
Parisian		398	301	699
Carthaginian	61	225	888	1,174
Siberian	31	92	670	793
Græpian	41	681	1,743	2,465
Corinthian		268	437	705
Lake Erie		157	252	409
Sicilian		99	504	603
Ionian		383	760	1,143
North German Lloyd & Hamburg American Line				
Brandenburg			315	315
Palianza			622	622
Badenia			349	349
Pisa			232	232
Royal Line				
Royal Edward	79	479	1,333	1,891
Royal George	111	467	1,459	2,037
Dominion Line				
Canada		480	807	1,287
Southwark		135	761	900
Laurentic	7	29	48	84
Dominion		147	339	486
Megantic	62	356	812	1,230
	1,435	10,375	28,130	39,940

(Sgd.) **TIFFIN,**
General Traffic Manager.

Moncton, N.B.,
July 5, 1911.

2 GEORGE V., A. 1912

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of the Windsor Branch Railway for the year ending March 31, 1911.

TRACK.

During the year 3,401 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. rails were relaid.

TIES.

During the year 11,595 ordinary ties and 4 sets of switch ties were renewed.

SEMAPHORES AND SWITCHES.

Necessary repairs were made to switches and semaphores on the line.

FENCES.

Necessary repairs were made to existing fences on branch.

WHARFS AND TRESTLES.

Necessary repairs were made to all wharfs and trestles.

BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired on the branch:—
Sackville, bridge; Sharps, bridge; Stillwater, culvert.

BUILDINGS AND PLATFORMS.

During the year the following buildings and platforms were repaired:—

Windsor, engine house; Windsor, station; Windsor, platform; Windsor, lumber shed; Newport, freight shed; Newport, station; Mount Uniacke, station; Mount Uniacke, platform; Hartsville, platform.

Necessary repairs were made to hand-cars, trollies, and the track on Windsor branch, with the bridges and structures have been kept in good repair during the year.

I am, yours faithfully,

T. C. BURPEE.

ENG. OF MAINTENANCE OFFICE,
MONCTON, N.B.,
May 15, 1911.

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Passenger Traffic done at the Port of Halifax during the year ended March 31, 1911.

Name of Steamer.	NUMBER OF PASSENGERS.			
	1st.	2nd.	Steerage.	Total.
Uranium Line				
Campania		26	1,574	1,600
Uranium		41	1,434	1,475
Sicilian Prince			388	388
Volturmo		46	1,856	1,902
Campanello		33	1,216	1,249
Carried forward	1,435	10,375	28,130	39,940
Total	1,435	10,521	34,598	46,554

STATEMENT of Ocean Borne Passenger Business done at the Port of St John, N.B., during the fiscal year ending March 31, 1911.

Line of Steamers.	NUMBER OF PASSENGERS			
	1st.	2nd.	Immi-grants.	Total.
Donaldson Line—				
Cassandra	27		444	471
Athenia	15		125	140
Saturnia	3		108	111
C. P. R. Line—				
Lake Michigan			107	107
Lake Manitoba	1		16	17
Empress of Ireland			11	11
Lake Erie			1	1
Mount Temple			84	84
Empress of Britain			1	1
Montreal			15	15
Montfort			46	46
Montezuma			8	8
Lake Champlain			4	4
Allan Line—				
Grampian		1	12	13
Corsican		1	8	9
Virginian	2		12	14
Pomeranian			11	11
Tunisian			10	10
Victorian	2	1	28	31
Hesperian	1		3	4
Sardinian	1	27		28
Total	52	30	1,054	1,136

2 GEORGE V., A. 1912

STATEMENT of Ocean Borne Passenger Business done at the Port of Quebec, during the year ended March 31, 1911.

Name of Steamer.	NUMBER OF PASSENGERS.		
	1st.	Immi-grants.	Total.
Allan Line.....	100	461	561
C. P. R. Line ..	19	257	276
Dominion ..	71	119	190
Thomson ..		30	30
Canada ..	3	43	46
Donaldson ..	11	33	44
Royal ..	33	83	116
Total.....	237	1,026	1,263

STATEMENT of Ocean Borne Freight Traffic via Halifax for the year ended March 31, 1911.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Elder Dempster Co.....	3,794	1,294
Furness, Withy Co ..	15,164	67,395
Pickford & Black ..	17,883	26,026
Allan Line ..	17,369	4,308
Manchester Line.....	1,211	4,102
Can. Northern SS. Co..	5,289	6,187
Dominion White Star Line ..	141	
Uranium SS. Co.....	122	44
C. P. R. SS. Line.....	71	581
Plant SS. Co.....	1,690	308
Red Cross SS. Co.....	830	689
St. Pierre Line.		5
Trump steamers ..	8,731	20,105
Total	72,298	131,049

STATEMENT of Ocean Borne Freight Traffic via St. John for the year ended March 31, 1911.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Donaldson Line.....	4,867	1,386
Allan Line ..	3,669	8,112
Manchester Line.....	2,729	1,837
C. P. R. Line ..	1,988	7,177
Canada Line ..	1,175	90
Eld. Dempster ..	981	6,714
Head Line ..	264	987
Furness Line.....	123	656
Pickford & Black ..	32	41
Total	15,828	27,030

SESSIONAL PAPER No. 20

No. 1. WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT year ended March 31, 1911.

Expenditure.		Earnings.	
	\$ cts.		\$ cts.
Maintenance of way and structure.	17,797 98	Passenger earnings	15,739 28
Balance	30,393 45	Freight earnings	31,300 31
		Mail earnings	1,151 84
	48,191 43		48,191 43

E. & O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures, year ended March 31, 1911.

	\$ cts.
Superintendence	1,893 65
Ballast	148 71
Ties	2,349 35
Rails	488 47
Other track material	1,162 86
Roadway and track	8,826 97
Removal of snow, sand and ice	582 35
Bridges, trestles and culverts	432 28
Grade crossings, fences, cattle guards and signs	244 34
Signals and interlocking plants	2 75
Buildings, fixtures and grounds	1,368 82
Roadway tools and supplies	127 38
Stationery and printing	35 57
Other expenses	134 48
	17,797 98

E. & O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, year ended March 31, 1911.

Dr.	\$ cts.	Cr.	\$ cts.
To Stores Department	1,880 33	By Dominion account	1,880 33

E. & O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

2 GEORGE V., A. 1912

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 10, 1911.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended March 31, 1911.

I also inclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

- No. 1. Capital.
- 2. Revenue.
- 3. Maintenance of way and structures.
- 4. Maintenance of equipment.
- 5. Traffic expenses.
- 6. Transportation expenses.
- 7. General expenses.
- 8. General stores.
- 9. General balance.
- 10. Statement of averages.
 - Statement of receipts.
 - Passenger statement.
 - Freight statement.
 - Descriptive statement of freight transported.
- A. Statement showing the number of locomotives and the various classes of cars.
- B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation during the year was the same as last year, 267.5 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1910, was	\$8,465,364 91
The additions during the year were as follows:—	
To increase accommodation at Charlottetown	\$17,056 22
Branch line Harmony to Elmira	72,278 09
New engine house, Georgetown	4,986 25
	<hr/>
	94,320 56
	<hr/>
Making the total on March 31, 1911	\$8,559,655 47
	<hr/>

The above expenditure under the head of capital account, for the current year, will be more fully explained by the chief engineer.

REVENUE ACCOUNT.

The revenue still continues to increase, and this is a very good index of the prosperity of the province in general.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	\$ 337,419 55
Working expenses	424,104 00
	<hr/>
Difference	\$ 86,684 45
	<hr/>

SESSIONAL PAPER No. 20

The gross earnings compare with the previous year as follows:—

In 1909-10	\$ 319,074 74
1910-11	337,419 55
Increase	18,344 81

The earnings from passenger traffic compare as follows:—

In 1909-10	\$ 140,076 83
1910-11	142,503 41
Increase	2,426 58

The earnings from freight traffic compare as follows:—

In 1909-10	\$ 153,373 11
1910-11	158,841 61
Increase	5,468 50

The earnings from mails and sundries compare as follows:—

In 1909-10	\$ 25,624 80
1910-11	36,074 53
Increase	10,449 73

The number of passengers carried compare as follows:—

	Number.
In 1909-10	351,038
1910-11	356,761
Increase	5,723

The weight of freight compares as follows:—

	Tons.
In 1909-10	105,741
1910-11	108,263
Increase	2,522

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1909-10	\$ 427,283 73
1910-11	424,104 00
Decrease	3,179 73

SESSIONAL PAPER No. 20

At St. Peter's 240 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Morell 345 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Lot 40 264 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Mt. Stewart 1,718 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Bedford 908 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Perth 672 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At 48 Road 540 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Cardigan 1,620 feet of 50-lb. steel rails were laid on siding to replace iron rails.

FENCING.

Thirty-four thousand, one hundred and fifty-nine feet of fence were rebuilt with new cedar posts and Page wire. Three thousand, five hundred and ninety feet of stationary snow fence, and 765 feet woven wire fence were rebuilt. Two hundred and sixty-seven panels portable snow fence were built by our own men, and placed where most needed. A large quantity of temporary snow fence was erected with brush and other material.

Fifty farm gates were renewed.

All fences that needed repairing were attended to during the summer, and put in as good order as possible.

BALLASTING.

Nine hundred and eighty-five cars ballast were distributed where needed badly. Fifty-five cars cinders were distributed and used for ballast. Three hundred cars of clay were used to grade station ground, and in widening embankments.

BRIDGES.

At Tignish the iron-work of Pig Brook bridge was scraped and painted, also the iron-work of Harper's bridge.

At Alberton the iron-work of Huntley River bridge was scraped and painted.

At Bloomfield the iron-work of Trout Brook bridge was scraped and painted.

At Ellerslie a new covering of hard pine ties was placed on bridge, and iron-work was scraped and painted.

At Richmond an iron bridge plate girder, 24 feet long, built on stone abutments, was put in to replace wooden bridge, which was becoming unsafe. Bridge also received a new top covering of hard pine ties, and the iron-work was painted.

At Wellington iron-work of bridge was scraped and painted.

At Brudenell repairs were made to stone abutments of bridge.

All bridges requiring repairs received attention.

CULVERTS.

At O'Leary a new concrete pipe culvert, 20 feet long, of 24-inch pipe, was put in to replace one that was too small to carry the current of water at this place, the one removed having been used in another place on the same section. Two small cast-iron pipe culverts were also put in to drain surface water.

At Ellerslie a concrete pipe culvert, 22 feet long, of 18-inch pipe, was put in.

At St. Teresa a concrete pipe culvert, 18 feet long, of 12-inch pipe, was put in.

At Mt. Stewart a concrete pipe culvert, 25 feet long, of 18-inch pipe, was put in.

At St. Peter's a concrete pipe culvert, 18 feet long, of 12-inch pipe, was put in, also one 30 feet long, of 12-inch pipe.

At Georgetown two concrete pipe culverts, one 100 feet long and the other 70 feet in length, of 18-inch pipe, were put in. A wooden culvert, 20 feet long, was built.

2 GEORGE V., A. 1912

At Harmony a concrete pipe culvert, 22 feet long, of 18-inch pipe, was put in.

Twenty-four wooden culverts were rebuilt with hemlock and other timber, and all stone culverts repaired where necessary.

Sixty cattle-guards were rebuilt with hemlock ties, hard pine stringers, and hemlock wall plates.

WHARFS AND BREASTWORKS.

At Alberton general repairs were made to the wharf. The material used for this purpose was: 36 hardwood piles, 10 creosoted piles, 11,276 feet hemlock timber, 3,560 superficial feet hemlock deal, 300 butt bolts, 4 cars old ties, and 5 cars of ballast.

At Summerside in repairing the wharf the following material was used: 30 hemlock piles, 12,290 superficial feet hemlock deal, and 6 kegs nails. In rebuilding 200 feet of breastwork along the west end of town the following were used: 13,780 superficial feet hemlock timber, 3,000 superficial feet 3-inch hemlock deal, and 400 butt bolts.

At Charlottetown the wharf was ballasted, and track under new freight-house raised and graded.

At Mt. Stewart, in putting a new covering on wharf, 4,000 superficial feet of 3-inch deal, 100 butt bolts, and 2 kegs nails were used.

At Marie 380 feet of new breastwork, 6 feet high, was built with old ties and stone.

At Georgetown three slips in the wharf were lowered, and repairs made to wharf under the warehouse. The following material was used in this work: 5,600 superficial feet hemlock timber, 1,000 superficial feet hemlock deal, 1,000 superficial feet 2-inch hemlock deal, 200 butt bolts, and 4 kegs nails.

BUILDINGS AND PLATFORMS.

Tignish.—One side of freight-house roof was shingled. New gutters were placed on agent's dwelling and station, new doors in freight-house, new hatches on coal hoist, and a new flew in section tool-house. Cellar of agent's dwelling was partly concreted. Engine-house was repaired, and walls of freight-shed and coal-shed painted.

Harper's.—A new station platform was made.

DeBlois.—A new station, 16 x 26 feet, was built by our track carpenters, and the interior and exterior of it painted. A new station platform was provided.

St. Louis.—A new station platform was provided.

Alma.—A new station, 16 x 26 feet, was built by our track carpenters, and painted. A station platform was made.

Alberton.—A section tool-house was rebuilt, and all switches in yard painted.

Piusville.—Station windows were repaired.

Bloomfield.—Doors and windows of station were repaired.

Howlan.—A new station platform was provided.

Coleman.—A new station platform was built.

West Devon.—Station windows were repaired.

Port Hill.—Station platform was repaired.

Northam.—A new station platform was provided.

Ellerslie.—A new station platform was built, and a new cattle-pen erected.

O'Leary.—Station windows were repaired.

Summerside.—A new sidewalk was laid to wharf. Station platform was rebuilt. Cattle-pen and tank were repaired. Station was repaired, and new outside windows provided for it. In agent's dwelling 4 ceilings were whitened, the hall papered, and kitchen kalsomined.

Kensington.—A new station platform was provided.

Freetown.—A new station platform was built.

Emerald.—A new station platform was built.

SESSIONAL PAPER No. 20

Cape Traverse.—A new cattle-pen was built.

Beadalbane.—Doors and windows of station were repaired.

Hunter River.—One side of roof of agent's dwelling was shingled.

Royalty Junction.—Doors and windows of station were repaired.

Charlottetown.—A new addition to store building, 20 x 40 feet, was built by our track carpenters, and the whole building painted both inside and outside. A new coal-shed was built in connection with power-house, and the outside of it painted. A new building was built for the yardmaster and his men, and painted. The warehouse on the wharf was straightened up, as the foundation had become unsettled.

Mt. Stewart.—The station platform was repaired. A new storm door was placed on agent's dwelling, and repairs made to doors and windows. A new door was placed on tank.

Dundee.—Shelter was repaired.

Morell.—Office was painted, and ceilings of station whitened.

St. Peter's.—A new foundation was put under station, and new floors in waiting-room and office. Office was sheathed, waiting-room and office were painted, and a new door provided in the waiting-room. Station roof was shingled, and building painted outside.

Bear River.—New shelves and a new cash drawer were placed in the office.

New Zealand.—Shelter was repaired.

Ashton.—The old station at Harmony was removed to Ashton and rebuilt, and painted. This was done in order to replace the station destroyed by fire at this place.

Souris.—An extension was built to engine-house, comprising new pockets on sides 40 feet long, 7 feet wide, and front 20 feet long, 4 feet out, and handles and a new railing placed on turn-table. Engine-house was painted outside, and new doors placed on it, also the roof repaired. A new foundation was made under the track scales, and a new covering of Flintkote roofing placed on warehouse on wharf. A new station platform, 50 feet long, was provided. Agent's dwelling and station were repaired.

Harmony.—New locks were placed on station doors.

48 Road.—Station was provided with a new door and window.

Cardigan.—Doors and windows of station were repaired.

Georgetown.—A new three stall engine-house was built. Doors and windows of station were repaired, and doors changed in engine-house.

Lake Verde.—Locks were placed on tank, and doors repaired.

Vernon.—Doors and windows of station were repaired.

Surrey.—A new door and window were placed on station.

Murray Harbour.—Doors of engine-house were repaired, and a new Nun signal placed on station.

All other buildings requiring repairs, in addition to those above mentioned, were attended to.

STORES.

The value of stores purchased was	\$135,912 71
The value of stores used was	137,968 82
The value of material sold was	10,810 09
The value of stores on hand at the end of the year was:—	
Miscellaneous	\$ 33,699 45
Fuel	18,044 18
Roadway and bridge material	9,263 42
	<hr/>
	\$ 61,007 05

2 GEORGE V., A. 1912

GENERAL.

The rolling stock, roadbed and buildings have all received generous attention, and are in a state of efficiency.

I inclose a return of casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP,
Superintendent.

D. POTTINGER, Esq., J.S.O.,

Assistant Chairman, Govt. Railways Managing Board,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., June 3, 1911.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1911.

TO INCREASE ACCOMMODATION AT CHARLOTTETOWN.

During the year the following work was done under this appropriation:—

570 lineal feet of new breastwork 7 feet high was built along the water front.

The new 55-foot turntable was delivered and erected in place complete.

Rails were laid on the pits in the new Engine-house.

500 feet of track was put in for storing wheels.

An addition was built to the power-house coal-shed.

A new addition 60 x 30 was built to the existing stores building, and finished inside with shelves, counters, &c., and heated by steam from the power-house.

A fence was built in front of the store building.

A small shed to store shavings from the carpenter shop was provided.

Four new scrap bins were also provided.

A new office was built for the yardmaster. Part of the pond adjoining the yard was filled in. The grading and ballasting and rearrangement of the yard was completed, and 2,480 lineal feet of new track laid.

The foundation under the freight shed on the railway wharf was added to.

Engine-house at Georgetown.

A new 3 stall wooden engine-house was provided.

Branch Line, Harmony to Elmira.

The way stations at Harmony and Baltic Road were completed and the grounds around them graded.

Shelters were built at New Harmony Road and Munns Road.

The freight shed, coal shed and 2 stall engine-house and turntable ring wall at Elmira were completed.

A contract was let for a passenger station at Elmira.

SESSIONAL PAPER No. 20

The concrete culverts were all completed except one.

About 25 per cent of the grading for this line is done.

The right of way has been paid for with the exception of two lots.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq., I.S.O.,

Asst. Chairman, Govt. Rys. Managing Board,

Moncton, N.B.

No. 4.—WINDSOR BRANCH RAILWAY.

STATEMENT of Monthly Receipts One-third Earnings.

Month.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1910				
April	883 12	2,501 24	95 68	3,480 34
May	1,043 05	1,972 40	95 68	3,111 13
June	1,378 30	2,005 47	95 68	3,479 45
July	1,805 61	1,791 80	96 90	3,694 31
August	2,206 71	1,881 84	96 90	4,185 45
September	2,536 28	3,251 39	96 92	5,884 59
October	1,690 88	3,764 87	96 90	5,552 65
November	945 64	3,984 31	96 91	5,026 86
December	1,119 52	2,869 68	96 91	4,086 11
1911—				
January	742 97	2,572 82	94 45	3,410 24
February	665 50	2,215 72	94 45	2,975 67
March	721 40	2,488 77	94 46	3,304 63
	15,739 28	31,300 31	1,151 84	48,191 43

E. & O. E.

Moncton, N.B.

(Sgd.)

S. L. SHANNON,

Comptroller.

2 GEORGE V., A. 1912

No. 1. PRINCE EDWARD ISLAND RAILWAY.
CAPITAL ACCOUNT, TWELVE MONTHS ENDED MARCH 31, 1911.

1910.		Dr.		N. cts.		1910.		Cr.		N. cts.	
March 31	To cost of P. E. I. Railway to date					8,465,364	91	March 31	By Dominion of Canada		8,465,364
1911.											
March 31	To increase accommodation at Charlotte-town.		817,056	22				March 31	By Dominion of Canada		94,320
	Branch line Harmony to Elmira.		72,278	09							56
	New engine house, Georgetown		4,986	25							
						94,320				56	
						8,559,685				47	

SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT, TWELVE MONTHS ENDED MARCH 31, 1911.

EXPENDITURE.	\$	cts.	EARNINGS.	\$	cts.
Maintenance of way and structures.	117,249	08	Passenger earnings.....	142,503	41
Maintenance of equipment.	81,529	50	Freight earnings.....	158,841	61
Traffic expenses.....	1,159	68	Mails and Express earnings.....	25,513	77
Transportation expenses.....	210,396	42	Miscellaneous earnings.....	10,560	76
General expenses.....	13,769	32			
				337,419	55
			Balance.....	86,684	45
	424,104	00		424,104	00

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES, TWELVE MONTHS ENDED MARCH 31, 1911.

	\$	cts.
No. 1. Superintendence.....	3,023	93
2. Ballast.....	2,779	94
3. Ties.....	13,435	54
4. Rails.....	6,758	19
5. Other track material.....	3,369	90
6. Roadway and track.....	61,596	72
7. Removal of snow, sand and ice.....	4,012	01
9. Bridges, trestles and culverts.....	2,155	32
11. Grade crossings, fences, cattle guards and signs.....	5,269	16
12. Snow and sand fences and snow sheds.....	519	63
13. Signals and interlocking plants.....	29	75
14. Telegraph and telephone lines.....	68	44
16. Buildings, fixtures and grounds.....	7,936	31
17. Docks and wharfs.....	2,996	83
18. Roadway tools and supplies.....	2,737	80
20. Work equipment, renewals.....	62	79
23. Stationery and printing.....	304	82
25. Other expenses.....	192	00
	117,249	08

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

2 GEORGE V., A. 1912

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT, TWELVE MONTHS ENDED MARCH 31, 1911.

	\$	cts.
No. 28. Superintendence	6,779	18
29. Steam locomotives—repairs	30,941	24
35. Passenger train cars—repairs.	15,035	78
36. Passenger train cars—renewals	4,549	83
38. Freight train cars—repairs	10,455	80
39. Freight train cars—renewals	622	38
47. Shop machinery and tools	3,711	24
50. Stationery and printing.	388	98
52. Other expenses.....	6,885	61
54. Work equipment—repairs.	2,159	40
	81,529	50

E. & O. E.
CHARLOTTETOWN, P.E.I.

(Sgd). W. T. HUGGAN,
Accountant and Auditor.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES, TWELVE MONTHS ENDED MARCH 31, 1911.

	\$	cts.
No. 57. Superintendence.	43	00
58. Outside agencies . . .	151	00
59. Advertising	936	68
60. Stationery and printing.....	29	00
	1,159	68

E. & O. E.
CHARLOTTETOWN, P.E.I.

(Sgd). W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 6. PRINCE EDWARD ISLAND RAILWAY.

TRANSPORTATION EXPENSES, TWELVE MONTHS ENDED MARCH 31, 1911.

	\$	cts.
No. 66. Superintendence.....	5,968	39
67. Despatching trains.....	2,554	14
68. Station employees.....	47,795	52
72. Station supplies and expenses.....	5,464	65
73. Yardmasters and their clerks.....	2,137	78
74. Yard conductors and brakemen.....	2,096	27
76. Yard supplies and expenses.....	54	22
77. Yard enginemen.....	4,956	61
78. Enginehouse expenses—yard.....	1,069	21
79. Fuel for yard locomotives.....	3,346	47
80. Water for yard locomotives.....	47	50
81. Lubricants for yard locomotives.....	125	63
82. Other supplies for yard locomotives.....	104	98
86. Road enginemen.....	24,044	25
87. Enginehouse expenses—road.....	10,960	60
88. Fuel for road locomotives.....	41,094	98
89. Water for road locomotives.....	1,645	30
90. Lubricants for road locomotives.....	1,031	48
91. Other supplies for road locomotives.....	979	77
94. Road trainmen.....	33,210	97
95. Train supplies and expenses.....	6,566	42
96. Interlockers, block and other signal—operation.....	7	70
98. Drawbridge operation.....	712	74
99. Clearing wrecks.....	248	07
100. Telegraph and telephone—operation.....	7,861	11
101. Operating floating equipment.....	162	18
103. Stationery and printing.....	5,546	63
105. Other expenses.....	9	00
106. Loss and damage—freight.....	549	83
107. Loss and damage—baggage.....	1	00
108. Damage to property.....	29	50
109. Damage to stock on right of way.....	5	00
110. Injuries to persons.....	8	52
	210,396	42

E. & O. E.

(Sgd.)

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I.

Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL EXPENSES, TWELVE MONTHS ENDED MARCH 31, 1911.

	\$	cts.
No. 113. Salaries and expenses of general officers.....	1,583	25
114. Salaries and expenses of clerks and attendants.....	6,315	58
115. General office supplies and expenses.....	441	80
116. Law expenses.....	24	15
118. Relief department expenses.....	4,522	14
120. Stationery and printing.....	649	42
121. Other expenses.....	232	98
	13,769	32

E. & O. E.

(Sgd.)

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I.

Accountant and Auditor.

2 GEORGE V., A. 1912

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT, TWELVE MONTHS ENDED MARCH 31, 1911.

1910.	Dr.	\$	cts.	\$	cts.
March 31	To balance brought forward			59,366	18
1911.					
March 31. . . .	To purchases during the year	135,912	71		
	Charges from other departments	5,175	70		
	Labour, &c.	5,053	97		
	Pay rolls	4,337	40		
				150,479	78
1911.	Cr.			209,785	96
March 31	By issues during the year			148,778	91
	Balance .. { Ordinary stores, including stationery	33,699	45	61,007	05
	{ Fuel	18,044	18		
	{ Roadway and bridge material	9,263	42		

E. and O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 9—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE, TWELVE MONTHS ENDED MARCH 31, 1911.

Dr.	\$	cts.	Cr.	\$	cts.
General stores	61,007	05	Dominion account	84,361	85
Post Office Department	14,832	13	Rhodes, Curry & Co.	390	00
Cash	3,070	96	Unclaimed wages	189	94
Road and equipment (Suspense)	2,938	85	John Simon	30	93
Station agents	2,707	48			
Militia Department	143	02			
Intercolonial Railway	124	52			
Rents account	46	87			
Suspense account	36	55			
Dredge "Prince Edward"	35	14			
Judge Weatherbie	30	00			
Toronto, Hamilton and Buffalo Ry.	0	15			
	84,972	72		84,972	72

E. and O. E.
CHARLOTTETOWN, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES, YEAR ENDED MARCH 31, 1911.

Mileage of railway	267
Engine mileage.....	452,089
Total train mileage.....	331,680
Total car mileage.. . . .	2,113,414
Ratio of earnings to gross earnings :	
Passenger.....	Per cent. 42 24
Freight.....	" 47 07
Mails and express.....	" 10 69
Gross earnings per mile of railway :—	
" engine mile.....	Dollars. 1,263 74
" train mileage	Cents. 74 64
" car mile.	" 101 73
"	" 16 00
Ratio of expenses to gross earnings :—	
Maintenance of way and structures	Per cent. 34 76
Maintenance of equipment	" 24 16
Traffic expenses.....	" 0 34
Transportation expenses.....	" 62 35
General expenses.....	" 4 08
Expenses per train mile :—	
Maintenance of way and structures	Cents. 35 35
Maintenance of equipment	" 24 58
Traffic expenses.....	" 0 35
Transportation expenses.....	" 63 43
General expenses.....	" 4 15
Expenses per mile of railway :	
Maintenance of way and structures	Dollars. 439 14
Maintenance of equipment.	" 305 35
Traffic expenses.....	" 4 35
Transportation expenses.....	" 788 00
General expenses.....	" 51 57
Locomotive and car repairs, per locomotive and car :—	
Locomotives.....	Dollars. 998 10
Passenger cars.....	" 321 08
Freight cars	" 21 89

E. and O. E.
CHARLOTTETOWN, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

2 GEORGE V., A. 1912

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1910.				
April	9,322 59	12,919 54	1,881 68	24,123 81
May	7,918 61	14,405 20	1,936 44	24,260 25
June	10,186 24	15,627 87	1,894 19	27,708 30
July	21,338 40	12,910 53	1,970 16	36,219 09
August	18,653 78	11,588 00	2,080 08	32,321 86
September	17,142 44	12,755 45	1,930 93	31,828 82
October	12,703 33	16,182 60	1,944 03	30,829 96
November	10,665 81	19,914 63	1,955 69	32,536 13
December	11,546 44	14,487 23	6,908 75	32,942 42
1911.				
January	8,547 75	7,040 43	2,657 51	18,245 69
February	6,090 65	9,203 47	2,941 86	18,235 98
March	8,387 37	11,806 66	7,973 21	28,167 24
1910-11	142,503 41	158,841 61	36,074 53	337,419 55
1909-1910	140,076 83	153,373 11	25,624 80	319,074 74

E. and O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1910.						
April	27,886	486,003	783	36,376	28,669	522,379
May	23,419	416,067	520	22,755	23,939	438,822
June	23,611	478,446	1,455	66,453	25,066	544,899
July	45,536	1,087,628	3,535	166,919	49,131	1,254,547
August	36,819	807,512	3,915	177,969	40,734	985,481
September	35,237	903,803	3,362	169,675	38,599	1,073,478
October	25,732	427,109	3,373	164,069	29,105	591,178
November	28,565	495,933	1,658	78,347	30,223	574,280
December	33,248	639,695	919	41,891	34,167	681,586
1911.						
January	21,505	464,063	356	17,530	21,861	481,593
February	15,251	332,240	95	4,770	15,346	337,010
March	19,576	466,173	345	17,580	19,921	483,753
1910-11	336,445	7,004,672	20,316	964,334	356,761	7,969,006
1909-10	331,616	7,046,751	19,422	910,612	351,038	7,957,363

E. and O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

FREIGHT STATEMENT.

Months.	1910-11.		1909-10.	
	Tons.	Mileage.	Tons.	Mileage.
April.....	8,064	268,607	7,989	267,012
May.....	9,446	353,189	3,147	433,732
June.....	11,740	395,025	0,756	386,067
July.....	8,045	286,353	8,385	276,330
August.....	6,851	264,498	6,766	253,094
September.....	8,408	289,810	7,711	271,779
October.....	11,600	60 402	10,433	363,784
November.....	14,071	69 391	13,277	443,042
December.....	9,549	335 657	7,682	253,313
January.....	4,379	162 383	3,956	162,758
February.....	7,436	260 938	6,634	210,302
March.....	8,674	331 10	9,005	252,645
	108,263	3,778 663	105,741	3,573,858

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

2 GEORGE V., A. 1912

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT OF FREIGHT TRANSPORTED--TWELVE MONTHS ENDED MARCH 31, 1911.

Products of.	Commodity.	Tons.
Agriculture.....	Grain.....	14,651
	Flour.....	3,963
	Other mill products.....	1,437
	Hay.....	3,668
	Tobacco.....	159
	Cotton.....	58
	Fruit and vegetables.....	5,008
Animals.....	Live stock.....	4,117
	Dressed meats.....	2,912
	Other packing house products.....	2,435
	Poultry, game and fish.....	3,887
	Wool.....	37
	Hides and leather.....	1,047
Mines.....	Anthracite.....	281
	Bituminous coal.....	9,101
	Stone, sand and other like articles.....	2,692
Forest.....	Lumber.....	12,265
Manufactures	Petroleum and other oils.....	913
	Sugar.....	1,314
	Naval stores.....	2
	Iron, pig and bloom.....	394
	Iron and steel rails.....	634
	Other castings and machinery.....	460
	Bar and sheet metal.....	180
	Cement, brick and lime.....	1,842
	Agriculture implements.....	810
	Wagons, carriages, tools, &c.....	246
Miscellaneous...	Wines, liquors and beers.....	348
	Household goods and furniture.....	625
	Other commodities not mentioned above.....	32,727
Total weight.....		108,263

E. & O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,

Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT.

CHARLOTTETOWN, P.E.I., April 12, 1911.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31, 1911.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Eleven locomotives received thorough repairs. Nine received side and main rod brasses, all the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and three hundred new staybolts put in boilers.

Twelve locomotives received specific repairs.

Seven locomotives received new pistons and piston rods. Two new crossheads were made and sixteen were lined with tin and planed. Four engine pilots, two new whistles, eight new pop valves, seven new boiler checks, three hundred and sixty-eight sets metallic packing, eight new valve yokes, ten sets valve stems, six driving boxes, twelve engine truck boxes, seven piston rod cups, nineteen driving box brasses, forty-three brass grease cups, twelve cylinder cocks, one air cock, twelve twist drills, twenty-four reamers, twenty-four traps, twelve locomotive smoke stacks, twenty-four springs were made and two hundred and thirty-five springs were repaired.

Twelve injectors received heavy repairs, and fifty truck straps were bored. Eight pop valves, and seven cabs were repaired and five largely rebuilt. Four tenders and frames were largely rebuilt, two fire-boxes were patched, and one hundred and forty-six car oil boxes were fitted out. Eleven piston rod glands, and eleven valve stem glands received new wire joints. Fourteen new valve stems, twenty-two sets driving wheels, twenty-six set of steel wheels, seventeen sets engine truck wheels, twenty-two pairs of steel tired wheels, and one hundred new axles were turned off. Eighty-two sets wheels were pressed on axles, four hundred and twelve new tubes, and 1,224 tubes were pieced, welded and put in boilers. Seventy-three thousand, eight hundred and seventy-four pounds of iron, and 3,814 pounds of steel were forged; 4,744 pounds of nuts were tapped, and a great deal of running repairs done.

CAR DEPARTMENT

Three flat cars and four baggage and postal cars were rebuilt and charged to renewals.

The following received heavy repairs:—

Sixteen first class cars, sixteen second class cars, sixteen postal and baggage cars, one hundred and three box cars, fifteen flat cars, five flangers, eight platform cars, seven stock cars, four coal cars.

The following received light repairs:—

Thirty-nine first class cars, twenty-eight second class cars, thirty box cars, twenty-eight flat cars, two vans, nine snow ploughs, three sheep cars three platform cars, and seven postal and baggage cars.

Two cars were resheathed, one second class car received pipes for steam heat, three refrigerator cars received hooks and hangers for meat, twenty brake beams, one set of second class car seats and backs, and ninety storm windows for second class cars were made. One coke house was fitted up, and one shed built for keeping repairs for cars.

BRASS FOUNDRY.

Output: 9,846 pounds of brass castings.

2 GEORGE V., A. 1912

COPPER SHOP.

Twenty-seven headlights, one headlight case, three discharge pipes, five oil pipes, two sand pipes, five elevator and feed pipes, one sprinkler, four copper pipes, seven injector pipes, nine passenger car lamps, nine switch lamps, four trainmen's lamps, three semaphore lamps, twelve lamps for Road Department, eight engine lamps, one steam heat pipe, thirty-five station oil cans, sixteen oil cans, two tank spouts, car baskets for second class cars, and lagging were repaired.

Twelve wire joints for steam chests, twenty-five overflow pipes, two feed pipes, eighty-eight engine truck funnels, two sand pipes, one handrail, one injector feed pipe, one smoke jack, one toilet for wrecking car, two pans, one smoke stack, two oil pumps, two water glass protectors, one copper pipe for injectors, and one snow excluder were made.

Ten driving boxes, two sets truck brasses, and three truck boxes were babbitted.

Sixteen crossheads and five sets of rod brasses were tinned.

Five copper pipes softened and examined, three stoves put in cars, soldered zinc lining in refrigerator car, removed sprinkler and piped from injector to ashpan in two engines.

PAINT SHOP.

Eleven locomotives were painted and four varnished.

Five first-class cars were painted, five cleaned, and eight varnished; three postal and baggage cars were painted, six varnished, and three cleaned; one second-class car painted, nine cleaned and varnished; sixty-one box cars were painted, and seventy-five box car roofs were painted; thirteen flat cars, one snow plough, one flanger, thirty-three hand cars, seventeen water coolers, four sets outside sashes, one office for yard-master, inside of new store building, four sign boards for stations, and thirty-two sashes were painted. Four sets outside sashes varnished, seven desks filled and varnished.

Twenty-eight sashes glazed, three sign boards lettered, sixty-six box cars relettered, and one hundred and fifty panes of glass put in buildings.

A great deal of work has been done by our shop painters for the road department on stations, &c.

ROAD AND TRAFFIC DEPARTMENT.

Six loading platforms, four freight trucks, three hand-cars, three cattle stages, four sign boards, one wheelbarrow, seventeen coal boxes, two boxes for freight-house, four desks, one top for desk, one ladder, one coal carriage, six clothes boxes, five baggage trucks, 1,100 rail braces for track, twenty-three clawbars, nine lining bars, one hundred and eighteen fish-plates, twenty-four switch rods, two hundred and twenty clasps and two hundred and twenty plates for bridge, thirty-two straps for freight shed on Charlottetown wharf, twenty-two hand-car axles, and four jacks were made and four repaired.

Two hundred and thirty-five picks, five freight trucks, three baggage trucks, two hand trucks, thirteen frogs, eighteen switch cranks, twenty hand-cars were repaired, and seventeen hand-cars were rebuilt.

Two tank boilers received new tubes, and staybolts, and one received a new firebox.

Our rolling stock has been kept in a high state of efficiency. With our modern machinery and new shops I am pleased to say that we are well equipped for handling the work which we have to perform.

I have the honour to be, sir,

Your obedient servant,

W. L. POOLE,

Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

SESSIONAL PAPER No. 20

STATEMENT showing the number of Locomotives and the various classes of Cars and other Rolling Stock on March 31, 1911.

CLASSIFICATION OF CARS.																		
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.	Snow Ploughs.	Passengers.	Total.
On hand, serviceable, March 31, 1910.	31	23	9	5	4	3	4	1	3	313	3	21	22	146	557	9	9	18
Condemned April 1, 1910.			3	2	....	1	2	....	1	..	..	....	....	1	10	1	..	1
Total equipment, April 1, 1910.	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19
Condemned April 1, 1910.			3	2	....	1	2	....	1	....	..	....	....	1	10	1	..	1
Condemned during the year. . . . .			....	....	....	1	....	....	....	3	..	....	....	11	15	....	..	....
Total condemned.			3	2	....	2	2	....	1	3	..	....	....	12	25	1	..	1
Less rebuilt during the year. . . . .			....	....	....	1	....	....	....	....	..	....	....	3	4	..	..	....
To be rebuilt.			3	2	....	1	2	....	1	3	..	....	....	9	21	1	..	....
Add serviceable and repairing.	31	23	9	5	4	3	4	1	3	310	3	21	22	138	546	9	9	18
Total equipment, March 31, 1911.	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19

CHARLOTTETOWN, May 4, 1911.

S. F. HODGSON,
Mechanical Accountant.

2 GEORGE V., A. 1912

PRINCE EDWARD ISLAND RAILWAY.

Statement of Mileage and Coal, Oil and Waste consumed by Locomotives for the year ended March 31, 1911.

AVERAGE CONSUMPTION PER 100 MILES.

	Locomotive Mileage.	CONSUMPTION.					AVERAGE CONSUMPTION PER 100 MILES.		
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1910									
April.....	36,117	933	384	844	629	5,786	1.06	2.33	1.74
May.....	38,348	977	460	972	646	5,707	1.19	2.53	1.68
June.....	39,344	987	433	926	623	5,619	1.10	2.35	1.58
July.....	44,970	1,102	580	1,296	661	5,489	1.29	2.88	1.47
August.....	15,285	1,050	536	1,224	761	5,194	1.18	2.70	1.68
September.....	45,217	1,099	512	1,184	680	5,444	1.13	2.62	1.50
October.....	41,473	1,060	508	1,048	686	5,725	1.22	2.52	1.65
November.....	38,081	1,055	488	984	734	6,206	1.28	2.58	1.93
December.....	38,021	1,056	456	936	580	6,221	1.19	2.46	1.52
1911									
January.....	31,605	782	384	816	603	5,542	1.21	2.58	1.90
February.....	34,221	912	436	856	651	5,969	1.27	2.50	1.90
March.....	33,248	931	416	876	559	6,272	1.25	2.63	1.68
Totals.....	465,930	11,944	5,593	11,962	7,813	5,742	1.20	2.56	1.67

CHARLOTTETOWN,
May 1, 1911.

S. F. HODGSON,
Mechanical Accountant.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the Period ending March 31, 1911.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1910.				
April 28.	Peter Goodwin, section foreman, St. Teresa.	St. Teresa.	Handling track material.	Loss of finger.
June 8.	M. M. Galbraith, boilermakers' helper, Charlottetown.	Charlottetown.	Using sledge hammer.	Bruised finger.
" 17.	P. L. Campbell, merchant, Fortune Bridge.	Crossing at Five Houses.	Was run into by train while driving over crossing.	Face cut and other slight injuries.
" 28.	Samuel Clow, laborer, Charlottetown.	Charlottetown.	Trimming coal.	Injury to leg.
" 30.	Geo. A. Kelly, section man, Charlottetown.	Southport.	Got a nail into hand.	Bruised hand.
July 5.	Francis Cook, section man, Melville.	Melville.	Got a piece of steel into eye.	Injury to eye.
" 27.	Mrs. Ellen Bowman, East Royalty, Charlottetown.	Sherwood Station.	Fell from train to ground when alighting from train.	Shoulder injured.
Aug. 1.	Alfred Affleck, brakeman, Charlottetown.	Charlottetown.	Got a cinder into eye.	Eye injured.
" 9.	Weston Newberry, laborer, Charlottetown.	"	Struck by track lever.	Injury to hand.
" 11.	R. H. McAusland, section man, Wellington.	Wellington.	Working on track.	Broken fingers.
" 25.	Ernest C. Cameron, fireman, Charlottetown.	Charlottetown.	Slipped from engine.	Sprained back.
Sept. 16.	Geo. H. Chandler, machinist, Charlottetown.	"	Jumping from car.	Sprained knee.
" 17.	David McKinnon, farmer, Charlottetown.	"	Fell out of stock car.	Badly injured.
Oct. 11.	Hector McDonald, carpenter, Charlottetown.	Hunter River.	Fell from roof of coal shed.	Internal injuries.
" 25.	P. McCloskey, boilermakers' helper, Charlottetown.	Charlottetown.	Working air motor.	Arm twisted.
" 28.	Mrs. Hugh Hennessey, Charlottetown.	Grandview Station.	Fell on platform.	Hurt both feet and sprained right wrist.
Nov. 7.	Theo. Bernard, section man, Tignish.	Tignish.	Spike in foot.	Injured foot.
" 10.	Ronald McDonald, section man, St. Peter's.	St. Peter's.	Working on track.	Injury to hand.
" 19.	C. McLean, laborer, Charlottetown.	Charlottetown.	Rail fell on hand.	Injury to hand.
" 23.	Hector McLeod, fitters helper, Charlottetown.	"	Emery wheel burst.	Injured leg.
" 30.	Wm. Hetheridge, section man, Charlottetown.	"	Struck by spiking hammer.	Injured hand.
" 30.	Arthur G. Bruce, apprentice, Charlottetown.	"	Metal fell on foot.	Injury to foot.
Dec. 13.	Wm. Munroe, cleaner, Charlottetown.	"	Scalded.	Hand injured.
Jan. 3.	James A. McNeill, blacksmiths' helper, Charlottetown.	"	Cutting steel.	Injured finger.
Feb. 1.	Mrs. Sarah Keoughan, Hermitage.	Hermitage Station.	Jumped off train while moving.	Wrist injured.
Mar. 21.	G. D. Douglas McEwen, engine driver, Charlottetown.	Charlottetown.	Slipped on icy rail.	Injured knee.

2 GEORGE V., A. 1912

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during period ended March 31, 1911.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine.....		2		2				4
2. Jumping on or off trains while in motion.....		2						2
3. At work on or near the track making up trains								
4. Putting arms or heads out windows.								
5. Coupling cars								
6. Collisions, or by trains thrown from track....								
7. Struck by engines or cars on highway crossings						1		1
8. Walking, standing, lying, sitting or being on track.								
9. Explosions.				1				1
10. Striking bridges.....				18				18
11. Other causes.....								
Total.....		4		21		1		26

CHARLOTTETOWN, P. E. I.,
May 17th, 1911.

SESSIONAL PAPER No. 20

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

FOURTH ANNUAL REPORT.

MONCTON, N.B., May 26, 1911.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals, Ottawa.

By instruction of the Provident Fund Board we beg to submit for your information the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1911.

The personnel of the Provident Fund Board for that year was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board,
Chairman, Moncton, N.B.

W. A. DUBE, Superintendent I.C.R., Levis, Que.	}	Appointed by the Minister.
T. C. BURPEE, Engineer of Maintenance, I.C.R. Moncton, N.B.		
W. MILLEDGE THOMPSON, Conductor, I.C.R., Moncton, N.B.	}	Elected by the Employees.
WILLARD P. HUTCHINSON, Train Dispatcher, I.C.R., Truro, N.S.		

Four regular meetings of the Board, as required by the regulations, were held during the year. The following is a statement of the receipts and expenditures, during the year ended March 31, 1911:—

Balance at the credit of the fund on March 31, 1910.	\$255,585 08
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.	\$71,296 42
The contributions made by the railways of an equal amount, during the same period, were.	71,296 42
	<hr/> 142,592 84
Amount received for refunds, &c.	1,083 83
Interest accrued (at three per cent).	7,079 36
	<hr/> \$406,341 11

NOTE.—Amount credited by railways to the Provi-
dent Fund during the year \$136,067 27
Amount accrued in March, 1911, but not credited by
the railways until May, 1911 14,688 76

\$150,756 03

2 GEORGE V., A. 1912

The expenditures were:—

For retiring allowances..	\$121,014 34
For contributions refunded in cases of deceased employees.. . .	2,696 11
For contributions refunded which were deducted in error	1,310 40
For contributions refunded to discharged employees	776 02
Medical examinations for probationers entering service.. . . .	1,818 00
“ “ for employees retiring from service	101 00
For election expenses..	664 52
For salaries and travelling expenses, secretary's office.. . . .	3,532 36
For board members..	57 42
For stationery, printing, postage, &c., &c.	890 93
	<hr/> \$132,861 10

Balance to the credit of the fund on March 31, 1911.. . . . \$273,480 01

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees of the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances in each year. The average amount of the retiring allowance paid in the month of March in each year is also shown.

For Fiscal Year	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of Retired Employees Died.	Amount paid for retiring allowances.	Average monthly allowance paid in March.	Remarks.
1907-8	\$82,707 74	\$82,707 74	142	11	\$23,913 04	\$25 49	
1908-9	75,306 41	75,306 41	88	17	61,067 63	25 63	
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	
1910-11	71,296 42	71,296 42	51	23	121,014 34	26 56	

It will be noted by the above statement of receipts and expenditure, that the amount of the contributions received from the railways and from the employees during the year, was.. . . . \$142,592 84
And that the expenditures were.. . . . 132,861 10

Surplus of contributions over expenditures \$ 9,731 74

The gross surplus, including interest, to the credit of the fund on March 31, 1911, was.. . . . \$273,480 01

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1911, to arrange for the election of these two members to serve during the year ending March 31, 1912.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1911.

The two members elected were:—

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S.
JAMES W. NAIRN, Engineman, I.C.R., Truro, N.S.

SESSIONAL PAPER No. 20

The personnel of the board as at present constituted is as follows:—

D. POTTINGER, Assistant Chairman Government Railways Managing Board,
Chairman, Moncton, N.B.

W. A. DUBE, Superintendent, I.C.R., Levis, Que.	}	Appointed By the Minister.
T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B.		
WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S.	}	Elected by the Employees.
JAMES W. NAIRN, Engineman, I.C.R., Truro, N.S.		

D. POTTINGER,
Chairman.

W. C. PAVER,
Secretary.

2 GEORGE V., A. 1912
INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1910.							
April 5							Levis, Que.
" 11	21.00	Special	Freight. . . .	Jos. McLaughlin..	John Baxter	229	Pirate Harbour. . . .
" 12	7.59	"	Immigrant..	W. Warman.	A. Bourgeois	224	1½ miles east of Campbellton.
" 13	19.00	Shunter . .	Yard.		F. Welling	404	Moncton Yard. . . .
" 14	1.40	Freight. . . .	Special. . . .	A. R. Gordon. . . .	R. L. McDonald..	282	New Glasgow. . . .
May 13	19.50	Shunter	. . . . .	H. A. Baker.. . . .	R. Phinney.	258	Truro
" 16	21.25	Special .	Freight. . . .	E. K. O'Brien	A. Urquhart. . . .	218	Riversdale
" 19	21.45	Shunter . . . .	. . . . .	R. H. Wilkins. . . .	W. Atkinson	12	North Sydney Yard
" 24	13.40	133	Passenger . .	H. G. Thompson..	Wm. Megarity..	17	Nauwigewauk Stn..
" 25	8.30	Shunter . . . .	. . . . .		J. Williams.	285	St. John Yard.
June 16		65	Express . . . .	. . . . .	. . . . .		Stellarton Main Road Crossing.
" 27		146	"	L. Gingras..	G. Cloutier. . . .	46	St. Hyacinthe
July 4	10.10	100	. . . . .	A. Calder.	J. Campbell	66	New Glasgow Yard
" 16	17.30	20	Messenger..	J. R. Fisher. . . .	B. Cooke.		Truro, N.S.
" 25	22.30	Special. . . .	Freight. . .	J. F. Melanson..	H. Campbell. . . .	220	Calhouns.
Aug. 6	5.00		. . . . .	. . . . .	. . . . .		Drummondville Yd.
" 6	23.45	105	Passenger . .	J. H. Pushie. . . .	N. McMillan	271	North Sydney Jct..
" 12	8 10	90	"	D. J. McDonald	J. W. Gunning . .	44	Two miles west of Tatamagouche.
" 13	12 25	136	"	John McLeod. . . .	Geo. Speerk	148	Cemetery Crossing, St. John.
" 19	17.00	31	Mixed. . . .	A. J. Welling. . . .	G. C. Palmer.	156	Shediac Station. . . .
" 20	20 00	Special. . . .	Freight. . . .	D. B. Bruce. . . .	J. Shaw	199	New Glasgow, Victoria St. Crossing.
" 20	23 45	176	. . . . .	. . . . .	A. Stevens.	67	Truro
" 24	11.20	Special. . . .	Mixed	A. H. Lutes.	Wm. Megarity	224	Sussex.
" 26	24.20	Shunter	Yard. . . . .	. . . . .	E. Thomas	350	Campbellton Yard..
" 31		1	Passenger .	W. L. Broad	—, Johnson.	161	Aulac, N.B.
Sept. 12	4 00	33	"	A. McPherson. . . .	Wesley Carson		Between New Mills and Charlo, N.B.
" 24	6.15	47	"	F. Beaulieu. . . .	T. Berube.	97	¼ mile east of Levis.
" 24	12.00	Shunter	A. Robins.	157	Truro, N.S.
" 28			C. Coleman.	326	Richmond Yard . . .

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RAILWAY.

year ended March 31, 1911.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
C. E. Gallagher.....	Neither...	Struck by unknown train....	Fatal	Accidental.
Dan. Fraser.....	Brakeman	While coupling air hose train moved.	Foot injured	
Harry Cohen	Passenger	Train ran off track.....	Slightly injured...	
Jos. Ritchie	"	"	"	
Mrs. Jos. Ritchie....	"	"	"	
R. Selway.	"	"	"	
John Patterson.....	"	"	"	
Gessey Sharp	"	"	"	
Jas. Wallace.....	"	"	"	
Geo. Hay.....	"	"	"	
R. H. Baird.....	"	"	"	
Mrs. Baird.....	"	"	"	
Baird (girl)	"	"	"	
Leonard A. Black...	Foreman shunter	Fell from car and was run over	Fatal	"
Hugh McDonald....	Neither.....	Run over by train	"	"
Amos Biswanger...	Shunter	Missed footing in attempting to get on engine. Leg injured.	Died next morning	No inquest.
Munroe Bell.....	Neither.....	Struck by train while walking on track.	Fatal	"
M. D. McNeil.....	Brakeman	Caught between draw-bars ...	Hand injured..	
John Casey.....	"	Collision, crushed between cars	Fatal	Accidental.
M. J. Coughlan...	Shunter	Coupling cars.....	Two fingers injured	
John McDonald and Mrs. Campbell.	Neither.	Struck by train while driving over crossing.	Foot cut off.	
J. Brassard.....	Brakeman...	While shunting..	Slightly injured...	
Dan. M. McDonald.	"	While shunting, foot caught in swing rail.	Fingers injured. .	
Cora Taylor	Neither.....	Jumped off train.....	Leg injured.....	
Robt. E. White....	Brakeman	Fell off coal car	Face injured ..	
Alphonse Reney....	Neither.....	Found dead on track, supposed to have been struck by No. 76 fast freight.	Fatal	"
Capt. Lewis	Passenger.	Fell from train striking his head.	Slightly injured...	
Wm. Campbell	Brakeman	While sitting in baggage car door struck by a mason's derrick.	Fatal	"
Mrs. M. Charlton...	Passenger....	Jumped from train.....	Slightly injured..	
Samuel Tait.....	"	Slipped in attempting to board train.	Leg amputated ...	
Johnson Ross.	Neither.	Struck by train.....	Fatal	"
Geo. Doyle..	Switchman	Run over by engine.....	Both legs taken off above knee. Died of injuries.	No inquest.
Andrew Phelps.....	Neither.....	Struck by train.....	Killed.....	Accidental.
J. E. Gallant	Yardman.....	Struck on leg by brake beam while coupling steam crane.	Leg injured.....	
Thomas Amos	Passenger.....	Jumped off moving train.....	Arm cut off....	
Fred. Nolan.....	"	Found alongside of track.....	Leg broken...	
Narcisse Fortin....	Neither.....	Walking on track	Killed.....	"
Robt. McGregor....	Car cleaner.....	Fell in attempting to get on foot board of engine.	Shoulder injured..	
W. B. Feetham.....	Foreman shunter....	Jumped off No. 9 train in front of engine.	Fatal	No inquest.

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INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1910.							
Oct. 4	14.30	Shunter			P. O'Toole..	380	Richmond.....
" 11	14.30	199	Passenger ..	E. L. Watts. .	Wm. Smallwood.	313	Moncton Station...
" 23	21.00	99					Campbellton Yard..
" 30	11.07	87	Passenger ..	W. Foster.....	J. J. Ferguson...	161	Oxford Yard.....
Nov. 7	10.10	Shunter		R. W. Orchard ..	R. Baird.....	362	Sayabec Mill Siding
" 7	12.30	Special.....		Wm. Capson.....	C. E. Freeze	9	Humphreys.....
" 10	6.40	"	Freight.....	J. Mahoney	H. D. Thompson..	367	Lourdes, N.S.....
" 11	2.25	Pilot.....		G. E. Vincent....	J. F. DeBoo	301	Chaudiere Junction
" 12	20.45	Special.....	Freight.....	J. L. Barnhill	— Kennedy... ..	281	Londonderry
" 25	3.15	51	Mixed	John Stephenson.	John Oakleaf.....	202	Dalhousie Junction.
Dec. 5	18.17	35	Passenger ..	T. Corbett.....	A. Donald... ..	324	East of Mill Creek, near Campbellton
" 5	23.20	10	Passenger ..	G. A. Chesley	W. E. Hunter	314	St. John Yard.....
" 10	17.00	Special.....	Freight.....	G. A. Cobb... ..	Alonzo McLean...	91	North Sydney... ..
" 10	17.22	146	Express	J. Dowden.	R. Jamison.....	116	½ mile east of St. Hyacinthe.
" 13	23.35	26	Express	W. J. Dixon.....	J. Ross.....	414	North Street
" 14	8.10		Shunter ..	James Card.....	A. Cook	381	Depot, Halifax.
" 22	15.30	Special.	Freight.....	W. L. Marshall...	W. Rushton	376	Moncton Yard.....
" 23	16.00		Shunter		E. B. Price.....	372	Near Moncton.....
" 31	5.20	Special.....	Passenger ..	Geo. Walker.....	A. Connell... ..	406	Campbellton Yard.
" 31	6.30		Light engine		James Clark	237	Between Causapsca and Assmequag- han.
" 31	6.30		Light engine		James Clark	237	Hanover St., cros- sing, Halifax
1911							
Jan. 3	24.45	175	Freight.....	D. McDonald.....	Chs. Wilson	305	Boisdale, N.S.
" 14	2.30	Shunter			C. Sawyer.....	302	Riv. du Loup.....
" 17	6.00	Special.	Freight.....	P. Dumas	O. Gagnon.....	45	" "
" 18	9.00	Shunter			J. S. Baxter.....	287	Stellarton Yard....
" 18	16.45	Shunter			R. Colpitts.. ...	52	West end Moncton Yard.

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RAILWAY OF CANADA.

year ended March 31, 1911.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
T. Walsh.....	Foreman shunter....	Fell off car of deal.. . . .	Arm and leg injured.	
Wm. Smallwood . . .	Driver.. . . .	While oiling his engine shunting train backed into it moving engine.	Back and hip injured.	
Theo Raymond.....	Brakeman	While shunting foot caught in frog, run over.	Fatal	Accidental.
John Swan	Passenger.. . . .	Jumped from train.	Injured.....	
John Lavoie	Brakeman	Slipped and fell.....	Ankle injured.....	
Joseph Carr.....	Neither.....	Struck by train while walking on track.	Head and face injured.	
F. R. Mahoney . . .	"	Struck by train.....	Fatal	"
Arthur Couture.....	Yardman.. . . .	Attempted to pass under cars.	Three fingers amputated.	
John V. McDonald..	Brakeman.....	In attempting to board train fell on his lantern.	Wrist injured.....	
Arthur Legere	Fireman.....	Fell in getting off engine.....	Hip injured.	
Martin Kelly	Neither.....	While walking on track, struck by train.	Fatal	Inquest not necessary.
Alfred Fubler.....	S. C. Porter	Jumped from moving train...	Head injured..	
John B. Musgrave . .	Brakeman	Got foot caught between draw-bars on car.....	Foot injured	
R. Jamison.....	Driver	Head on collision with G.T.R. engine 416 running West on East bound track.	Fatal	
M. Dionne.....	Fireman		Fatal.....	Accidental.
Joe Duval.....	Mail Clerk.....	"	Arm and leg injured.	
Ernest Duval.	Expressman.. . . .	"	Mouth and leg injured.	
Jos. Champoux.....	Brakeman.....	"	Shoulder blade broken.	Slightly injured.
Henri Fournier.	Passenger... . . .	"	Side hurt.....	
Albert Godin	"	"	Head cut.....	
Daniel Smith.	"	"	Two teeth broken and eye cut.	
Victor Houle	"	"	Foot crushed.. . .	
Wm. Fisher.	Baggage man	Engine struck baggage truck which hit the men.	Fatal.....	No inquest.
Colin Mitchell.....	"		Fatal.	
A. Cook.	Engineman	Hand caught between brake shoe and wheel.	Hand injured.....	
Stewart McDougall, (boy aged 13).	Neither.....	Attempting to board train missed footing and fell under cars.	Arm amputated...	
C. H. Mathews.....	Foreman shunter . . .	While coupling engine to plow.	Little finger amputated.	
Gasparini Francesia.	Passenger	Jumped from moving train...	Head and face injured.	
John Jackson.....	Foreman shunter.. .	Struck by engine while crossing main line.	Leg cut and hip injured.	
Elias Striker.....	Neither.....	Stealing a ride fell from train.	Leg injured.....	
P. Dionne	Yardman	Jumping off engine.....	Ankle injured	
T. Dube.....	Brakeman	Fell from top of box car	Leg injured. . . .	
J. W. McKay.....	Yardman.....	Getting off car while shunting.	Ankle injured	
Otto Wortman.....	Shunter	Attempting to board engine while steam was escaping, missed footing.	Leg amputated below knee.	

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INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day,	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accfdent.
1911							
Jan. 23	17.50	Special.		Jcs. McLaughlin..	R. Shaw	318	Antigonish
" 25	10.12	2	Express	J. Henderson.....	G. B. Story.	238	Moncton...
" 25	10.35	Freight.	Special.	C. W. Lutes	M. White.	275	McKay's Siding, N.S.
" 25	13.00	Way fr.	Special.....	C. W. Ferguson ..	C. Cool...	34	Bathurst
" 27	9.55	304	Freight...	R. Henry	A. McLaughlin...	174	Nelson
" 28	12.50	Shunter ...		R. Redmond.	C. McTiernan...	210	Halifax, D. W. T..
" 24	3.49						1/4 mille west of Col- lege Bridge.
Feb. 27	21.50	66	Express	D. O McDonald..	J. Gunning	150	On bridge 1/2 mille west of New Glas- gow
Mar. 1	24.00	Unknown ..					Stellarton Yard...
" 4	18.03	33	Express	W. A. Mitchell..	W. E. Turner.	343	Ste. Madeleine.....
" 9	10.30	59	Mixed	Alex Dickie.....	H. Cameron	175	Derby Junction...
		34	Express	E. L. Watts...	M. O'Shaughnessy.	347	
" 8	20.40	102	Mixed . .	J. H. Pushie.	M. Matheson.....	271	Young's Siding.....
" 11	6.10		Shunter	N. Hopper.....	T. Hennessey.....		Truro
" 12	23.34		Special.....	W. W. Irving.....	G. Anderson...	338	Bathurst.....
" 13	4.00		Special	C. Poirier... ..	J. McDavid.....	372	Ste. Flavie Yard...
" 24	12.30	Unknown					East of Hartcourt..
" 27	20.20	151	Passenger ..	A. Legace.....	L. Dutil.	166	Between St. Eugene and St. Germain.

MONCTON, N.B., September 30, 1911.

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RAILWAY OF CANADA.

year ended March 31, 1911—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
James Fitzsimons.	Fireman.....	Fell from tender.....	Injured.....	
Hiram Graves.....	Car inspector	Stepped from under cars on siding in front of moving train.	Fatal.....	Inquest not necessary.
George Wilson....	"	"	Fatal.....	Accidental.
T. McKay.....	Neither.....	Struck by train on crossing, while driving across tracks.	Fatal.....	
Ben Bourque.....	Passenger.....	No. 76 ran into rear of special standing near station.	Hip hurt and hand cut.	
George Casey.....	"	"	Shoulder hurt.....	
Norbert Bourque....	"	"	" and back hurt.	Slightly injured.
Eddie Casey.....	"	"	Elbow injured ..	
A. Bourgeois.....	Driver.....	Engine went over ten foot embankment.	Knee injured ..	
Harvey Levey	Yardman.....	Fell from box car while shunting.	Ankle injured.....	
Burton Casey.....	Neither	Found alongside of track cut in two by unknown train.	Fatal	Accidental.
Jos. Hasha.....	Neither.....	Struck by train.....	Fatal	"
John W. Fordes	Clerk.....	Struck by train	Fatal.....	Accidental.
Edgar Dupont....	Passenger.....	Jumped off train while in motion.	Fatal.....	"
M. D. Mullins	Waiter.....	Express ran into No. 59 standing at station.	Head injured.....	
Mrs. J. W. McManus.	Passenger.....	"	Eye injured.....	
H. W. Steen.....	"	"	Leg injured.....	
A. Irving, deputy sheriff	"	"	Leg injured.....	
Miss J. A. Carter....	"	"	Face injured.....	
J. D. Armstrong....	"	"	Cut over left eye ..	
Norris Sim	"	"	Leg injured.....	
Titus Anderson....	Brakeman.....	"	Face injured.....	
Harvey McDougall..	Passenger.....	"	Fatal	Accidental.
Mrs. Harry Colson..	"	"	Ankle sprained.....	
C. O. Brien	"	"	Face cut.....	
Mrs. Jas. Tobin.....	"	"	Cut on head and internal injuries.	
Wesley Curtis	"	"	Slight wound on head	
A. Jardine.....	"	"	Head cut.....	
Thos. Cochrane.....	"	"	Lip and cheek cut.	
Burpee Harris	"	"	Side injured.....	
Calvin Clark.....	"	"	Face injured.....	
Gordon Atkinson..	"	"	Injured head.....	
Mrs. Pleadwell.....	"	"	Rib broken and shoulder injured.	
Alex Dickie	Conductor.....	"	Cut over eye and leg injured.	
Miss Jessie McLean.	Passenger	Part of train left rails.....	Slightly injured...	
S. B. Lane	Foreman shunter....	Jumped off train, slipped and fell.	Head injured	
Larry Comfort.....	Neither.....	Jumped from train	Hand injured.....	
J. P. Humes.....	Fireman	Engine 372 collided with engine 406.	Slightly injured...	
Clyde Wilson.....	Neither.....	Struck by train while walking track.	Fatal.....	Accidental.
Alfred Gadbois.....	"	Driving on track struck by train.	Fatal.....	"

PART IV

REPORT OF THE GOVERNMENT CHIEF ENGINEER
OF THE WESTERN DIVISION OF THE NATIONAL
TRANSCONTINENTAL RAILWAY

MR. COLLINGWOOD SCHREIBER, C.M.G.

*Office of the General Consulting Engineer to the Government and Chief Engineer of
the Western Division of the National Transcontinental Railway.*

OTTAWA, May 4, 1911.

The Hon. G. P. GRAHAM,
Minister of Railways and Canals,
Ottawa, Ont.

SIR.—I have the honour to submit my annual report of the progress made with the construction of the western division of the Grand Trunk Pacific Railway to the end of the fiscal year closed on the 31st of March, 1911.

The western division, for construction purposes, is divided into two sections, viz.:—

The 'Prairie Section,' beginning at Winnipeg and ending at the east bank of Wolf creek, a distance of 915 miles.

The 'Mountain Section,' commencing at the last-named point and extending to the Grand Trunk Pacific Railway dock, in the City of Prince Rupert on the Pacific coast (being the western terminus of the road), a distance of 830 miles, making a total length of the western division of 1,745 miles.

The alignment and grades are good, and very favourable for hauling heavy loads. The sharpest curve is 955 feet radius, and the maximum grade against the traffic going east is 4-10 of one per cent, with the exception of one grade 19 miles long of 1 per cent in the Rocky Mountains at Tete Jaune Cache; against the traffic bound west the maximum grade is 5-10 of one per cent.

PRAIRIE SECTION.

The construction of this section of the road is nearing completion; the grading is finished with the exception of the making up the settlements in the embankments to grade, and the widening of them out to specification width.

For a prairie section, the work is decidedly heavy; the grading has exceeded 32,000 cubic yards to the mile, and of the eight steel bridges, several are of very large proportions, notably:—

The South Saskatchewan River bridge, 1,501 feet long and 76 feet high.

The Battle River bridge, 2,770 feet long and 178 feet high.

The North Saskatchewan River bridge, 1,655 feet long and 136 feet high.

The Pembina River bridge, 902 feet long and 214 feet high.

Besides these there are a very large number of culverts and trestle bridges.

The fencing and telegraph line are completed.

The track is laid throughout. The length of the main line is 915 miles, with passing sidings to the aggregate of 83.01 miles.

The sidings laid to grain elevators, loading platforms, mills, &c., aggregate 24.66 miles.

The tracks laid in divisional station yards aggregate 49.78 miles; there are also union tracks at Portage la Prairie to the extent of 1.04 miles.

The total length of tracks laid is 1,073.49 miles.

The track has a heavy lift of ballast under it throughout, and is in very good running condition, but it will yet take considerable ballast to bring it up to specification requirements.

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Interlocking, signal and derailing plants have been established at all the crossings of other railways at rail level—13 in all—of which 6 are at crossings of the Canadian Pacific Railway, and 7 at crossings of the Canadian Northern Railway.

For the accommodation of the public traffic there have been provided:—

139 stations (stopping places for trains).

55 standard passenger station houses.

6 large divisional station houses.

6 portable station houses.

3 tool houses used as stations.

46 latrines.

3 freight houses at divisional stations.

8 engine houses, of which 4 have 12 stalls; 2 have 18 stalls, and 2 have 2 stalls.

3 machine shops.

1 coaling plant.

1 coal shed.

1 blacksmith shop.

3 store houses.

6 bunk houses used as oil houses.

88 loading platforms.

33 cattle yards.

33 water services.

126 grain elevators; these have been built by private enterprise.

For the accommodation of the employees of maintenance of way, &c., there have been erected:—

56 section houses.

73 bunk houses.

77 tool houses.

3 watchmen's shelters.

The entire 'Prairie Section,' Winnipeg to Wolf creek—915 miles—is now under public traffic.

The first section from Winnipeg to Wainwright, 667 miles, was opened for traffic on September 21, 1908. On November 22, 1909, a further distance of 126 miles to Edmonton was put in operation, and the balance of the 'Prairie Section' of 122 miles to Wolf creek was placed under traffic on February 12, 1911.

The operation of the 'Prairie Section' has been a great accommodation to the public, and more especially to the settlers along the line of railway.

The roadbed and permanent way are in good and safe running condition, and the traffic and train service has been conducted most successfully.

The certified expenditure up to March 31, 1911, has amounted to \$34,805,842.27, from which will have to be deducted, upon the completion of the work, the value of the construction rolling stock and the cost of equipment of the sections and stations, &c.

MOUNTAIN SECTION.

The works of construction on this section of the road are in a very backward condition, and are not progressing as rapidly as could be desired.

The total length of this section, from the east bank of Wolf creek to the Grand Trunk Pacific Railway dock in Prince Rupert, is 830 miles, of which only 420 miles are under contract. 180 miles are at the eastern, or Wolf creek, end, and 240 miles at the western, or Prince Rupert, end. The intervening 410 miles are not yet placed under contract.

I should mention here, that while the Grand Trunk Pacific Railway Company have constructed a wharf or dock at Prince Rupert, which they use for the receipt of material for their road, they do not regard this as the terminal of their railway, and

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are engaged in building a line west from it along the sea front to a further point in Prince Rupert, where they propose to place their terminals. On this line, the length of which is 3.23 miles, they have expended about \$500,000.

Inasmuch, however, as it has not, so far, been officially recognized as part of the trunk system, I have been unable to incorporate any portion of the expenditure on it in my certificates.

Upon the 180 miles under contract at the eastern, or Wolf creek, end, no work of grading has been done west of the 136th mile.

On the first 100 miles the grading is practically completed; between the 100th mile and the 129th mile, 310 acres of clearing and 170,000 cubic yards of excavation have been done. The work of grading from the 129th mile to the 136th mile may be said to have been merely opened up, as only about 19,000 cubic yards of excavation and 89 acres of clearing have been executed.

The steel bridges over Wolf Creek, McLeod River and Prairie Creek have been erected, and the building of the concrete substructure of the steel bridge over the Arthabaska River is in progress; the eastern abutment is finished, and the excavation of the foundations for the two piers is being executed.

The culverts are built on the first 100 miles, and also most of the pile bridges. For the balance of the pile bridges, the piles are driven and capped, ready to have their tops placed by the tracklaying machine as the tracklaying staff approaches them.

The track is laid on the first 65 miles, with the necessary sidings, and in a few weeks it is anticipated it will reach the 100th mile.

A water service, station house and engine house of 12 stalls, have been erected at Edson, the first divisional station on this section.

I may here mention that the steel bridges erected are of considerable magnitude, viz:—

The Wolf Creek bridge, 652 feet long and 127 feet high.

The McLeod River bridge 1,066 feet long and 118 feet high.

The Prairie Creek bridge, 802 feet long and 98 feet high.

With a view to prosecuting the work vigorously during the ensuing working season, large quantities of supplies, plant and tools have been sent forward within the last few weeks, and distributed along the works as far west as Tete Jaune Cache (the 180th mile), and with a view of following up with the tracklaying, sufficient ties, rails, &c., are available to carry the track to the latter point during the working season now opening up.

From the 136th mile to the 645th mile, the work is untouched.

From the 645th mile to the 730th mile, about 47 per cent of the grading is completed, excepting the 7 large tunnels, only one of which is finished; on all the others some progress has been made, but from present appearances they will not be in condition to carry the track until late next autumn.

At the 666th mile, the Skeena River has to be crossed by a steel bridge of 3 spans of 70 feet each and 3 spans of 240 feet each. This structure has not been commenced, although preparations are being made for beginning the work as soon as navigation opens, probably early in May, 1911. It will likely occupy the greater part of the working season to carry this work to completion; it is, therefore, not at all probable that the track laying will be extended east of this point before November next.

The culvert work is well advanced, but there are a number of pile bridges yet to be built.

From the 730th mile to Prince Rupert dock at the 830th mile, the grading may be considered practically completed. The culverts and pile bridges are built, but of the 8 steel bridges, only one has, so far, been erected, viz:—that over the Zanardi Rapids, about 8 miles east of Prince Rupert. Practically no work has been done on

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the substructures of the other seven. The steel superstructures, however, are, I understand, delivered at Prince Rupert. The trains are in the meantime carried across these rivers on temporary pile bridges.

The track is laid for a distance of 102 miles, and sufficient ballast has been placed under it to hold it in fair running condition. No permanent water services have been provided.

The buildings erected consist of:—

- 1 office
- 1 mess house
- 1 headquarters
- 2 warehouses
- 1 superintendent's residence
- 1 workshop
- 1 mechanical store.
- 1 bunk house
- 1 two stall engine house.

A dock has been constructed at Prince Rupert, but it is fast going to destruction from the ravages of the 'Toredo'.

It will be necessary to erect a number of snow sheds to guard against interruption to traffic by heavy snow slides from the mountains, as great difficulty has been experienced during last winter in maintaining a train service, owing to frequent heavy snow slides occurring. One snow shed has already been erected.

I anticipate good progress during the coming season, if the necessary supply of labour is available, and I trust to being able to report a considerable advance at the close of the fiscal year 1911-12.

The certified expenditure up to the 31st of March, 1911, has amounted to \$20,488,156.58. This is exclusive of the expenditure on the 3.23 miles west of the company's dock at Prince Rupert.

The total certified expenditures on the western division up to the 31st of March, 1911, are:—

'Prairie Section'.. . . .	\$ 34,805,842.27
'Mountain Section'.. . . .	20,488,156.58
Total.. . . .	<hr/> \$ 55,293,998.85 <hr/>

I have the honour to be, sir,

Your obedient servant,

(Sgd.) COLLINGWOOD SCHREIBER,
*Chief Engr. of the Western Division of the
National Transcontinental Railway.*

PART V

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS

BOARD OF ENGINEERS,

QUEBEC BRIDGE,

MONTREAL, September 18, 1911.

SIR,—I beg to report progress of work on the reconstruction of the Quebec Bridge for the year ending March 31, 1911.

MASONRY.

Very little material progress was made in the actual construction of the masonry during the past year. The caisson for the North main pier was built and floated into position and actual work of sinking was started. Owing to an accident to the north main pier caisson after sinking operations had started the concrete already deposited had to be removed and the caisson placed in dry dock for repairs. Owing to the difficulty of sinking a caisson of such large dimensions it was decided by the Board to use this caisson for the South main pier, where the river bed was composed of material much easier to penetrate and to construct the caisson for the North main pier in two sections. As soon as the weather permits in the Spring and the necessary repairs have been made it is the intention to have the caisson floated out of dry dock and placed in position on a prepared bottom. This caisson will probably be left in this position until next Spring, the whole efforts of the contractor being directed towards the sinking of the North main pier. The existing North main pier was demolished. The facing stone of this pier will be re-used in the new pier.

SUPERSTRUCTURE.

Tenders were called for the construction of the superstructure on July 1, 1910, and were opened on October 1, 1910. Contractors were allowed to submit plans of their own and prices thereon in addition to tendering on the Board's plans. Four firms tendered, namely, St. Lawrence Bridge Company, Pennsylvania Steel Company, British Empire Bridge Company and Maschinenfabrik Augsburg-Nurnberg A. G. It was finally decided to recommend the acceptance of a tender submitted by the St. Lawrence Bridge Company, on a design of their own.

REMOVAL OF DEBRIS.

During the past year the Contractor has removed practically all the debris between the main pier and the anchor pier. All steel around the main pier that might interfere with the sinking of the caisson was also removed.

REMOVAL OF APPROACH SPANS.

A contract was awarded the Phoenix Bridge Company for the removal of the approach spans and falsework on both the North and South shores. When the work ceased at the beginning of the Winter the approach spans and falsework on the North shore had been removed and a start made on the South shore.

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TESTS.

A series of tests were made during the past year for the Board by the Phoenix Bridge Company. This series consisted of sixteen (16) tests of model compression members and fifty (50) tension tests of eye-bars. These tests furnished the Board with important information in regard to the physical properties of actual bridge members, such as were proposed for the new bridge. A short discussion is given in a report dated August 1, 1910, forwarded to the Department.

A further series of tests are proposed by the Board on other types of members to be used in the finally approved design of the bridge.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

HON. GEO. P. GRAHAM,
Minister of Railways and Canals,
Ottawa, Ont.

PART VI

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT
AND
REPORTS OF CANAL SUPERINTENDING ENGINEERS AND
SUPERINTENDENTS FOR THE YEAR 1910-11

Ernest Marceau, Superintending Engineer, Quebec Canals.
W. A. Stewart, Superintendent, Ontario-St. Lawrence Canals.
C. D. Sargent, Resident Engineer, Ontario-St. Lawrence Canals.
J. L. Weller, Superintending Engineer, Welland Canal.
F. B. Fripp, Engineer-in-charge, Sault Ste. Marie Canal.
J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
A. T. Phillips, Superintending Engineer, Rideau Canal.
J. H. McClellan, Superintendent, Trent Canal.
A. J. Grant, Superintending Engineer, Trent Canal.

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OFFICE OF THE CHIEF ENGINEER,

OTTAWA, ONT., October 19, 1911.

A. W. CAMPBELL, Esq.,
Deputy Minister, Railways and Canals,
Ottawa.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1911.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Resident Engineer of the Ontario St. Lawrence canals, the Engineers in charge at Sault Ste. Marie, the Superintendents of the Ontario St. Lawrence canals and the Trent canal.

The report of the Chief Engineer of the Intercolonial Railway and of the Prince Edward Island Railway upon the expenditures upon these lines chargeable to capital has been addressed to the Assistant Chairman of the Government Railways Managing Board, and will be found elsewhere in this volume. The circumstance that engineers in direct charge of works chargeable to Capital, report to and receive instructions from the Managing Board, renders effective control by the Chief Engineer of the Department of Railways and Canals impossible; and diminishes the value of the advice which he is called upon to give to the Department Head.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 73 miles of canal with 48 locks and 1,167 miles of river and lake waters, or a total of 1,230 miles the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west of Lake Superior, the total distance is 1,354 miles and to Chicago 1,286 miles. A summary of this route will be found in Part with details of the several works. At Port Arthur and at Fort William (about 6 miles apart), the Canadian Pacific Railway gives communication westward and eastward, and the Canadian Northern Railway westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity, and are electrically operated. The Farran's Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu River and Lake Champlain is effected by the St. Ours lock and the Chambly canal: while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

Detailed information respecting the several canals is contained in an appendix.

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing work, the exception being in the case of the Trent canal where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

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On the Lachine canal, the principal items of work have been the continuation of the rebuilding the slope and vertical walls with concrete in the reach above the Cote St. Paul lock, improvements to upper entrance pier at Lachine, the widening of the canal and providing wharf accommodation at Cote St. Paul and St. Henry, the construction of a rolling lift bridge at Cote St. Paul over the entrance to the St. Paul Land and Hydraulic Company's pond on the south side of the canal and the lengthening of the guard piers forming the lower approach to lock No. 4, St. Gabriel.

On the Soulanges canal, the work of lining the south bank with an 18-inch layer of concrete was continued and the efficacy of this construction has already been demonstrated by the complete drying out of the embankment which previously had been largely saturated with water.

The construction of boulder protection for the clay shores of Lake St. Francis has been continued during the year.

On the Cornwall canal, the improvements to upper entrance to lock No. 17, comprising principally the construction of the cribwork and concrete approach wall and the widening by dredging, of the bottom of the canal, were begun and actively carried on during the season. An extension of the concrete wall constructed across the break in canal bank which occurred in June, 1908, was commenced and completed.

On the Williamsburg canals, namely the Farran's Point, the Rapide Plat and the Galops canals, preliminary steps have been taken, plans and specifications have been prepared, and tenders are now being invited for necessary improvements to certain lock approaches, consisting principally of cribwork and concrete approach walls.

On the Welland canal the contracts for the improvements to Port Colborne harbour have been practically completed. The widening of the canal near Welland and at the head of lock No. 2, was completed. As a matter of considerable interest, or perhaps of minor importance, the superintending engineer reports the construction of an 80-foot reinforced concrete scow,—thickness of sides, deck bottom and bulkheads being 2½ inches. It has proved water-tight and serviceable.

The Government elevator did a fine business in the fall of 1910, handling over 3,000,000 bushels of grain, the receipts for handling which more than paid all the operating and repair expenses for the year. It seems probable that the increasing business offering will soon render necessary the provision of additional storage capacity.

For the proposed New Welland ship canal, surveys and borings were continued during the year on three proposed routes. The problems involved in the construction of a ship canal across the Niagara peninsula are of exceeding difficulty and further examination and study is required.

On the Sault Ste. Marie canal, the widening by dredging of the upper entrance from 300 feet to 500 feet for a considerable distance west of the north mooring pier was undertaken and completed. The regulation depth of 21 feet 5 inches at low water was secured. Preliminary steps have been taken towards the work of constructing an extension to the north mooring pier of this upper entrance. In connection with the work of rebuilding a portion of the north upper pier the cribwork substructure is practically completed, the concrete superstructure remaining to be added.

The superintending engineer, in his report, presents some interesting statistics concerning the vast traffic passing through the Canadian and United States canals. As indicating the extent of the traffic at this point, and the importance of having sufficient accommodation to deal with it in the event of accident, it may be observed that when the United States canal was opened in the spring on May 5, there were 140 vessels waiting for passage although the Canadian canal had opened three weeks previously. During this congestion of traffic, which lasted for a month, the Canadian canal was in continuous operation for 559 hours, passing more than 1,148 vessels with a greater net tonnage than 2,871,728 tons.

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On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey's Falls, a point, sixteen miles below the village of Hastings. The water was satisfactorily maintained at a uniform height throughout the year.—

A considerable amount of work in the way of repair and improvement on this completed length of canal was executed, notably, in the dredging of portions of the River Otonabee below Peterborough, of portions of the channel between Lakefield and Young's Point, of the upper entrance to Fenelon Falls locks and the canal channel below Kirkfield Hydraulic lift lock. Wharfs were built at Pengelley's landing on Rice lake, at Whitefield landing on the Otonabee river; an additional length of 200 feet was added to Lakefield's concrete dock and a new landing pier 130 feet long, was built at Fenelon Falls.

The construction of a new concrete dam at Burleigh's Falls has been proceeded with, it being about two-thirds completed.

All the works on the Lindsay section consisting of a lock, dam and bascule bridge have been completed at this date with the exception of some minor details of the electrical equipment of the bridge.

On the Rosedale section, the work, consisting of building a new canal between Lakes Cameron and Balsam, 1.8 miles in length, together with a new concrete lock and dam to take the place of the old wooden structure, has been completed except for a small amount of channel excavation and some trimming and sodding of banks.

The work of water conservation through the dams on the various tributary streams, acquired from the Ontario government, has been considerable, new dams having been built at Redstone, Jack's Bark, Turtle and Bass lakes, the first two of concrete and the other three of rock-filled timber cribs, in addition to repairing and completing several other reservoir dams.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the superintending engineer, which will be found in the Appendices hereto.

This division, which extends from Trenton on Lake Ontario, to Rice lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channel and 34 miles of deep river; the total rise between low water level on Lake Ontario and normal navigation level on Rice lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 17 bridges are required, all of which, except one, will be swing or bascule spans. Up to date, 8 locks, 7 dams and 9 bridges have been built. The locks are concrete, with eight feet four inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide accommodating barges of 1,000 tons, about 150 feet long and 30 foot beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate cost is set down at \$6,750,000; of which the estimated value of the seven contracts for the seven sections totals \$5,100,000, on which there has been expended for work done and material delivered up to March 31, 1911, the sum of \$2,009,737, or about forty per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

The Holland River division extends from Cook's bay, Lake Simcoe, to Holland's landing 8½ miles, all on the Lake Simcoe level, and from Holland landing to Newmarket, 4½ miles on which distance there is a rise of 43 feet, to overcome which three locks are required, together with three dams. The total value of work done and

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materials delivered on this Section No. 2 up to March 31st, 1911, amounts to about sixty per cent of the value of the contract. No work has been done this year on Section No. 1, the contract for which not having been re-let.

Hydrographic surveys of the various lakes embraced in the Trent navigation system have been carried on with the object of making a complete set of charts of these waters.

No action has, so far, been taken with regard to the adoption of a route for the northern section of the canal from Lake Simcoe to Georgian bay, beyond making preliminary surveys of alternative routes.

On the Rideau canal, the spring freshet of 1910 occurred during the first week in March, a month earlier than usual. On the 15th of May, a leak broke out in the dam at Hogsback, necessitating the lowering of the water six feet and the suspension of navigation for seven days while the necessary repairs were being executed.

Steel brackets for holding flash boards have been placed on the Poonamalie dam for the purpose of conserving several inches of water on Lower Rideau lake, thus benefiting navigation towards the close of the season and tending to relieve the condition of water levels which prevailed from October 12th. to the end of the season when the water had fallen below five feet on the upper sill of Poonamalie lock and through navigation was suspended.

The repairs to the Carillon dam were completed during the year.

On the St. Peter's ship canal, in Cape Breton, preliminary steps are being taken and surveys are about to be commenced towards the rebuilding of the tidal waters' lock. The length of lock will be increased above that of the old lock to afford better accommodation for the traffic into the Bras d'Or lakes.

In addition to the works above referred to a considerable expenditure was made upon the usual works of maintenance and repairs. In carrying out such works the canal officials have been greatly hampered by the circumstances that the standard rate of pay in force on the canals, is below that prevailing in adjacent districts.

The Hudson Bay Railway surveys were continued throughout the year, field parties being engaged in revision of the location to the end of improving the grades and alignment and cheapening of construction.

A party was engaged in locating a line on the south bank of the Nelson river to obviate the construction of the expensive bridge over that stream, should Port Nelson be decided upon as the terminal point on the bay. Very satisfactory results were obtained throughout, a line having been developed with low grades, the cost of which will be within previous estimates.

The first step in the construction of this line was taken by entry into contract for the construction of the bridge over the Saskatchewan river at La Pas. The contract for the concrete substructure of this bridge was awarded to MacKenzie, Mann & Company, that for the steel superstructure to the Canadian Foundry Company. The bridge will consist of four fixed spans of 147 feet in length and a swing span of 262 feet in length, with roadways for highway traffic bracketted out from either side. The two abutments, pivot pier, and two of the fixed span piers have been completed. Nothing has been done towards the fabrication of the superstructure other than the preparation of detail designs.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submission of plans affecting property or interests of this department, application for leases, &c.

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The inspection of subsidized railways has been continued as heretofore by Mr. E. V. Johnson; while pursuant to the provisions of the Government Railways Branch Lines Act, I personally made an examination of the branch lines connecting with the Intercolonial Railway.

I have the honour to be, sir,

Your obedient servant.

W. A. BOWDEN,
Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister Railways and Canals.
Ottawa.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,

MONTREAL, September 12, 1911.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1911.

This division comprises the Lachine and Soulanges canals on the St. Lawrence route; the Ste. Anne, Carillon and Grenville canals on the Ottawa river; and the St. Ours and Chambly canals on the River Richelieu.

Of these, the Lachine canal is by far the most important, owing to its immediate connection with the harbour of Montreal.

I have much pleasure in stating that navigation was carried on without a single interruption throughout the season.

The only serious accident which occurred on the canals of the province of Quebec during the last fiscal year took place on September 23, 1910, when the steam barge *Fred. Kearney* collided with the upper gates of south lock No. 1, Lachine canal, throwing them down. The lower pair of gates was also carried away. The fact that there is a double set of locks at that point made it possible not to delay the traffic while repairs were being done.

CANAL STORES.

The death occurred on November 10, 1910, of Mr. P. B. Benoit, controller of canal stores. For the last four years he had spent a great deal of time and ingenuity in devising a set of books for the proper registering of materials used on the canals, and had finally brought the system to such a point as to make it a very simple matter for canal storekeepers to account for all materials received and appropriated.

The position of canal stores controller has not been continued.

LACHINE CANAL.

Length, $8\frac{1}{2}$ miles; total rise, 45 feet; 5 locks, 270 feet x 45 feet with 14 feet of water on sills; 5 old locks, 200 feet x 45 feet with 9 feet of water on sills, still available to navigation.

REPAIRS AND RENEWALS.

The chief items of work performed under the above head during the year were as follows:—

Lock gates.—Besides overhauling the gates of all the locks, five pairs of spare gates were built for the following locks, one pair each for north and south locks No. 3, one pair each for north and south locks No. 5, and one pair for north lock No. 4.

Swing bridges.—All these bridges are now being operated by electric power. Bridge No. 7 at Lachine, which was the only one so far operated by hand, has been provided with electric machinery during the year.

Most of these bridges were thoroughly cleaned by the sand blast process, between April and November, 1910, the work being done under contract by the Canadian Sand Blast Company, of Montreal, in the most satisfactory manner and at a lower cost than could have been done by hand. The same company also painted the structures immediately after cleaning them.

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Stationary bridges.—All the stationary bridges, nine in number, were replanked with 2-inch oak during the year, and a new one placed over the new supply weir at Lachine. It was built at our own shops; some old steel beams, which were on hand, were used in it, together with some new material.

Wharfs.—Nothing but ordinary work of maintenance was performed on the wharfs along both sides of the canal during the last fiscal year.

Mooring posts.—Pursuing the policy adopted a few years ago, 55 cast-iron mooring posts, and 90 nigger heads set in concrete, were placed at various points on both sides of the canal.

Concrete and masonry work.—The old masonry walls extending on both sides of the canal, from the Grand Trunk Railway bridge to a point 50 feet west of Wellington bridge, were taken down to the water line and rebuilt with concrete and an iron fence erected for the whole distance, with nigger heads conveniently inserted. Life protection ladders were also built into these walls.

Two concrete monoliths, faced with sheet steel, were built on the up and down stream sides of the south bridge at Lachine, making the entrance to the lock there quite safe.

The centre pier of the north swing bridge at Lachine having settled down about four inches, it was found necessary to remove it and rebuild it with concrete.

The roadway between the swing bridges, and from these bridges to supply weir at Lachine, was paved with Metropolitan blocks laid on concrete foundation, concrete sidewalks being provided along the roadway at the same time.

Another concrete sidewalk was laid along Riverside street, from Mill street to the lane in rear of the canal yard.

Buildings.—All the buildings connected with the canal were properly maintained during the year, new galvanized iron roofs being laid on the following: three dwellings in the yard on Mill street, occupied by the two head foremen and the diver; the canal storehouse and the blacksmith's shop, also in the Mill street yard; the time-keeper's office located near Wellington bridge.

River St. Pierre.—This small stream and the Lachine drain connecting with it were thoroughly cleaned three times from Rockfield to the syphon culvert at St. Henry, and great care taken during the year to prevent this culvert being blocked with refuse.

As you are aware, a commission was appointed two or three years ago for examining into the question of building a sewer from Rockfield to the St. Lawrence river, which would put a stop to the polluting of the Little river. So far nothing seems to have been done to carry out this scheme. In the meantime, the bed of the stream is being used by residents on both shores, from Turcot village to Buffalo bridge, as dumping ground for all kinds of refuse, and it might be well to consider the advisability of placing a covering over it to prevent such practice. However, only part of the river runs through the canal reserve lands, and I do not think that the government should undertake this work alone, but with the help of the city.

Fences.—The old wooden fences around the supply weirs and at both ends of the swing bridges at Lachine, also on both sides of the canal near Wellington bridge, and at the east and west ends of north basin No. 1, were replaced by strong iron ones.

Life-preserving appliances.—Fifty life preservers were made at our shops during the winter and placed at various points on the banks. They were made of pine and have proved to be well adapted for the purpose they are intended to serve. In connection with each of them are a pole and life lines permanently located on the bank during the navigation season.

For the last fifteen years, much attention has been given to the prevention of drownings in the Lachine canal, and, as the walls in the lower section from lock No. 1 to Wellington bridge were rebuilt, life ladders about 30 feet apart have been built

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in all of them. The same was done in the section from Cote St. Paul to Lachine, where the old riprap walls were faced with concrete; and, at points where such ladders could not be placed, life preservers, poles and ropes are located at numerous points on the bank, as stated above. It is the intention to still improve these life-saving appliances.

CAPITAL.

Slope and vertical walls.—The work of rebuilding the slope and vertical walls with concrete was continued during the season of 1910, Messrs. Haney, Quinlan & Robertson being the contractors. The summer's operations covered about one-half mile of heavy wall and three miles of revetment wall on the south side.

Work was also commenced on the relining of the entrance pier at Lachine. The steel facing on the ice-breaker was laid, some concrete deposited in it, and the toe of the walls prepared for the concrete facing.

Widening and wharf accommodation at St. Henry and Cote St. Paul.—The work here was continued during the season of navigation. The Canadian General Development Company, who are the contractors, will finish their work in the summer of 1911.

Roller lift bridge.—The Canada Foundry Company, of Toronto, have been awarded the contract for the supply and erection of a Scherzer rolling life bridge over the entrance to the pond owned by the St. Paul Land & Hydraulic Company, on the south side of the canal, at Cote St. Paul. The bridge was practically erected at the close of the fiscal year, and will be completed during the present summer.

INCOME.

Improvements below weirs at St. Gabriel locks.—The contract for this work, which consisted of the lengthening of the guard pier forming the lower approach to lock No. 4, and of the widening of the canal between the outlet of the tailrace of the mills on the north bank at that point and the mouth of St. Gabriel basin No. 4, was awarded to Mr. M. Connolly during the winter of 1910.

The work was performed during the months of April and May, and effected the anticipated improvement at that point. The strong cross current, which so far had seriously interfered with vessels approaching the lock from below, has practically disappeared.

The works performed on the Lachine canal under the heads of capital and income are under the immediate supervision of Mr. H. R. Lordly, C.E.

QUEBEC CANALS.

Dredging.—During the months of May and June, the dredging fleet was engaged at St. Gabriel basins Nos. 3 and 4, removing material excavated in connection with the improvements recently done below St. Gabriel locks. Then it proceeded to basin No. 2, and, up to July 15, did some cleaning along the walls on the north side, after which it was sent up to the Soulanges canal, and for one month was engaged removing material deposited in front of the north wall between locks 1 and 2 which had been rebuilt in concrete during the winter. The material so dredged out was placed by the dredge behind the new wall.

From August 15 to 27, the channel to the canal quarry was cleaned and deepened in places.

During the first three weeks in September, some cleaning was done in the lower entrance to the St. Ours lock, after which the fleet returned to Lachine, where it was engaged for the balance of the season, going into winter quarters at the end of November.

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Repairs to Vessels.—The two tugs, *Frank Percw* and *Ernest*, dredge No. 2 and derrick No. 2, as well as the twelve scows composing the dredging fleet, received the ordinary amount of attention during the year, no extraordinary repairs being required.

SURVEYS AND INSPECTIONS.

Good progress was made during the year with the survey of the Soulanges canal and our reserve lands on both sides, especially with a view to improving the drainage. The outside work of surveying was completed and a good portion of the levelling done. During the winter a skeleton plan of the canal was prepared and the complete plan of the upper section was plotted.

Several other surveys were also made, notably a hydrographic survey of the Bay of Valleyfield in connection with the works being done by the Canadian Light and Power Company at that place.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 feet x 45 feet, 15 feet of water on sills; total rise, 84 feet.

REPAIRS AND RENEWALS.

Shops.—Two machine tools were added to our equipment here, a tool-grinding machine and a power saw for cutting metal.

Buildings.—Electric heaters have been installed in the overseer's office, in the shops, stores and storekeeper's lodgings.

Electric lines.—No. .00 copper wire was substituted for No. 4 on a section of the power line one mile and a quarter in length, and the mode of insulation of the telephone line changed, which constitutes a decided improvement.

Fences.—The old fences on a section of $2\frac{1}{2}$ miles were renewed.

Scows.—One of the canal scows, after being overhauled, was provided with a $2\frac{1}{2}$ -ton derrick.

Canal slopes.—The replacing of the stone in the slopes, at and above the water line, has been continued during the summer of 1910, about one thousand cubic yards of flat quarry stones being used for this purpose.

CAPITAL.

Stopping leaks.—The contractors for this work, Messrs. Haney, Quinlan & Robertson, resumed operations in May, 1910, and, at the end of the season, had lined 6,424 lineal feet of the bank on the south side with a coat of concrete about 18 inches deep, the quantity of concrete so deposited from May to October being 17,830 cubic yards.

The effect of this lining is already quite apparent, the embankment behind it, which was more or less saturated with water, becoming quite dry in a few months.

During the winter of 1909-10, a strong gravity concrete wall was built along the north bank of the canal between locks Nos. 1 and 2. It was completed in time for the opening of navigation on May 1, 1910, and has effectually stopped the leaks which endangered the safety of this reach.

This wall was set back some 18 feet into the bank and made plumb, so as to give the large vessels navigating this canal better facilities to lie to in the reach, and to meet passing vessels coming out of lock No. 2.

Mooring posts.—Thirty new cast-iron mooring posts have been placed on the canal banks, chiefly between the St. Emmanuel and St. Dominique bridges, and between River Rouge and the guard lock. Each one is set in a concrete block measuring 140 cubic feet.

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INCOME.

Ditches.—The widening and deepening of the side ditch on the north bank, between lock No. 4 and Clement's gully, was commenced in the fall of 1910, and a section of it—1,000 feet in length—completed. During the winter months, stone from the canal quarry was brought up to be used during the present summer for lining the bottom and slopes of this ditch.

Foot-bridge.—The old wooden foot-bridge over the tailrace of the weir at lock No. 3 was replaced by an arched steel span supplied and erected under contract by the Phoenix Bridge and Iron Works.

LAKE ST. FRANCIS.

Protection of shores.—The work of protection of both shores of Lake St. Francis against the erosive action of waves in high water was continued during the last fiscal year. Most of the amount provided for this purpose was expended on the south shore between the parishes of Ste. Barbe and St. Anicet; the balance in protecting the north shore between Coteau Landing and St. Zotique, and above River Beaudette.

Hungry Bay Dyke Road.—Another section of this road was macadamized during the summer of 1910, the necessary crushed stone being furnished under contract by Mr. Alfred Cossette, and the spreading and rolling of it done by men employed by the day. Two and three quarter miles were completed during the season.

STE. ANNE'S LOCK.

Length, $\frac{1}{2}$ mile; one lock, 200 feet x 45 feet; 9 feet of water on the sills. Old lock still available to navigation, 200 feet x 45 feet, with 6 feet of water on the sills. Total rise, 3 feet.

REPAIRS AND RENEWALS.

Repairs.—The locks, lock gates, fences and buildings were kept in proper repair throughout the year.

INCOME.

In addition to the above, I have to report the placing of three cast-iron mooring posts set in concrete on either side of the lock; the installation, in the overseer's house, of a hot water heating system and water closet; the raising of the cribwork boom piers on the south shore above the upper entrance; and the raising of the wall on the south side of the upper entrance by the addition of a concrete coping 18 inches high.

CARILLON AND GRENVILLE CANALS.

CARILLON CANAL.—Length, $\frac{3}{4}$ mile; 2 locks, 200 feet x 45 feet; 9 feet of water on the sills; total rise, 16 feet.

GRENVILLE CANAL.—Length, $5\frac{1}{4}$ miles; locks, 200 feet x 45 feet; 9 feet of water on sills; total rise, $43\frac{3}{4}$ feet.

REPAIRS AND RENEWALS.

Outside of keeping the structures in good order, little was done under the above head during the past year, except the rebuilding of lock gates for locks Nos. 5 and 7.

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INCOME.

Under the head of income, I have to report the rebuilding in concrete of the old waste weir between locks 6 and 7, Grenville canal, and the completing of the repairs to the Carillon dam. A section of the apron of this dam, about 200 feet in length, was taken up, the cribs underneath it refilled with stone, and the timber covering put down again. The whole of the dam is now in first rate condition.

ST. OURS LOCK.

Length, $\frac{3}{4}$ mile; one lock, 200 feet x 45 feet; 7 feet of water on the sills; total rise, 5 feet.

REPAIRS AND RENEWALS.

Under the above head, there is nothing to record here beyond the maintaining of the various structures in good repair.

INCOME.

A new stable and shed with concrete foundations was built here last year.

Some of the piers below the lock, which had only been temporarily repaired in 1909-10, were partly carried away by ice last spring. They will be rebuilt in concrete during the coming fall.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 feet x $22\frac{1}{2}$ feet; $6\frac{1}{2}$ feet of water on the sills; total rise, 74 feet.

REPAIRS AND RENEWALS.

A considerable amount of work was done here on the riprap of the slopes, some 3,000 feet in length having been rebuilt during April, 1910.

A platform wharf, 223 feet in length, was built on the east side of the canal opposite the workshops. It is of great help in loading materials for repairs, and as a protection for the canal scows.

An old scow, 60 x 22 feet, was completely overhauled and provided with a steam crane. This floating derrick will be a decided improvement on the hand derrick formerly used here.

INCOME.

Chambly Canton wharf.—The old wooden wharf here was taken down and rebuilt in concrete; it is 250 feet long and 10 feet in height.

Ditch at Lock No. 6.—This ditch, 1,367 feet in length, was not deep enough to take care of the surface waters and of some water percolating through the canal bank. It has been sufficiently deepened and widened, and both sides lined with substantial dry masonry walls.

Road bridges.—The department has charge of the maintenance of a number of bridges, or rather, culverts, on the road along the west side of the canal. All these culverts were formerly of wood, and their maintenance was quiet expensive. It has been thought more economical, as soon as they got out of repair, to replace the wooden structures with vitrified clay pipes. During 1910-11, nine of these culverts were thus renewed, the pipes ranging from 15 to 24 inches in diameter.

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Addition to Lockmaster's House, Lock 5.—This addition, consisting of a wooden structure, 12 x 24 feet, was completed before the end of the fiscal year. All the buildings provided as lodgings for the operating staff on this canal have been overhauled and a number of them enlarged in the last nine or ten years. Only one now remains to be similarly treated, and money has been provided for this purpose in the estimates for 1911-12.

ST. JOHN'S HARBOUR IMPROVEMENTS.

The contract for this work was awarded to Messrs. W. J. Poupore & Co., in November, 1908, but operations were not commenced until the following spring.

The specification provided for the removing of an old timber wharf and the building of the new one in such a position as to make the canal entrance of uniform width up to a point about 100 feet south of the Grand Trunk Railway bridge, and a breakwater built from the river shore, located 700 feet above this extension; also the replacing of the town's waterworks intake pipe which had to be disturbed by the new works.

The work went on with slow progress until completion in December, 1910.

Both the wharf and breakwater are built of suitable cribwork and constitute a decided improvement.

In connection with this contract, considerable dredging was done by the canal dredge, and the material so moved used in filling low ground behind the new wharf.

The berthing accommodation thus provided amounts to 800 feet.

The works under the heads of capital and income on the Lachine canal are under the immediate supervision of Mr. H. R. Lordly; and the same class of works, as well as the surveys and inspections in connection with the other canals in this division, are in charge of Mr. L. S. Pariseau.

I am pleased to say that the manner in which these gentlemen and the staff under them have performed their duties during the last fiscal year has been entirely satisfactory; and I am pleased to give an equally good account of the faithful and efficient services rendered by the other employees in this division.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,
Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1 at lower entrance, and new Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	NEW LOCK NO. 1, LOWER SILL. | NEW LOCK NO. 5, UPPER SILL.							
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1910.								
April	22	2	18	4	17	10	17	0
May	20	0	17	6	18	2	16	11
June	18	10	16	4	17	3	16	4
July	16	4	15	0	16	3	15	6
August	15	3	14	7	15	8	15	4
September	15	2	14	0	15	3	14	10
October	14	11	13	10	15	4	14	8
November	15	0	14	0	15	2	14	10
December	30	1	14	2	16	11	14	2
1911.								
January	29	3	23	5	15	10	14	6
February	24	8	21	5	15	4	13	9
March	25	0	21	10	15	0	13	2

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance, and Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1910.								
April	19	2	18	6	16	9	16	7
May	19	6	18	4	17	4	16	9
June	18	8	18	1	17	1	16	9
July	18	1	17	4	17	0	15	9
August	17	5	17	1	16	9	16	6
September	17	1	16	8	16	7	16	1
October	16	9	16	6	16	5	15	9
November	16	9	16	6	16	2	15	6
December	19	0	16	5	16	8	15	7
1911.								
January	20	9	18	0	16	8	15	7
February	29	3	21	1	16	9	16	0
March	25	4	22	7	16	9	15	9

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BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6 at lower entrance, and Lock No. 14 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	12	0	11	6	11	7	11	2
May.....	12	5	11	4	11	11	11	5
June.....	11	10	10	9	11	9	11	6
July.....	10	9	10	0	11	7	11	3
August.....	10	10	9	9	11	7	11	0
September.....	9	11	9	4	11	5	10	10
October.....	9	9	9	5	11	2	10	8
November.....	9	8	9	5	11	0	10	5
December.....	14	0	9	3	11	4	10	4
1911.								
January.....	18	6	14	4	11	5	10	2
February.....	19	3	16	6	11	1	10	1
March.....	17	6	14	6	11	5	10	3

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 10 at lower entrance, and Lock No. 1 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	15	4	13	3	11	4	10	2
May.....	14	3	12	4	11	0	9	7
June.....	12	10	11	2	10	2	9	2
July.....	11	1	9	4	9	3	8	2
August.....	9	4	8	3	8	7	7	5
September.....	8	11	7	2	8	7	7	4
October.....	10	7	9	2	9	0	6	11
November.....	10	0	8	5	8	7	6	11
December.....	8	10	8	0	7	11	7	6
1911.								
January.....	10	11	8	11	8	6	7	10
February.....	10	0	9	8	8	5	8	1
March.....	12	4	9	9	8	10	8	0

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1910.								
April	15	1	12	7	12	5	11	1
May	13	11	10	11	11	6	10	7
June	12	9	9	9	10	9	9	9
July	9	5	7	8	9	9	8	6
August	7	10	6	11	8	10	8	0
September	7	11	6	2	9	0	7	6
October	7	9	6	5	12	2	9	2
November	7	8	7	1	10	0	8	2
December	8	10	7	5	8	10	7	10
1911.								
January	9	5	8	1	8	10	8	1
February	10	5	8	7	8	9	8	4
March	9	10	8	4	10	0	8	5

ST. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Anne's Lock at the lower and upper entrances, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1910.								
April	13	0	12	1	15	4	13	7
May	13	1	12	0	15	6	13	3
June	12	5	11	4	14	0	12	6
July	11	4	10	5	12	5	10	11
August	10	7	10	2	10	11	10	8
September	10	5	9	8	11	2	10	4
October	10	3	9	10	11	5	10	3
November	10	3	9	8	11	6	11	3
December	11	4	9	4	11	6	10	9
1911.								
January	11	3	10	2	11	2	10	8
February	10	11	10	1	12	7	10	10
March	10	6	9	3	10	9	10	3

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CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance, and Lock No. 2 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	17	3	15	1	17	4	14	10
May.....	17	4	14	7	17	3	14	7
June.....	15	9	13	9	15	7	13	6
July.....	13	9	12	0	13	4	11	4
August.....	12	2	11	11	11	6	11	2
September.....	12	4	11	6	11	11	10	9
October.....	12	8	11	4	12	6	10	9
November.....	12	8	12	5	12	5	12	2
December..	12	7	11	9	13	6	12	0
1911.								
January.....	12	4	12	9	14	11	11	0
February.....	13	6	12	4	11	0	10	3
March.....	12	9	11	7	10	10	9	6

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance, and Lock No. 7 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	21	6	18	4	18	6	15	10
May.....	21	5	18	0	18	6	15	6
June.....	19	1	16	4	16	6	13	11
July.....	16	4	13	9	13	10	11	2
August.....	14	1	13	7	11	6	10	11
September.....	14	5	13	1	11	8	10	3
October.....	15	0	13	1	12	4	10	1
November.....	14	11	14	7	12	7	12	0
December.....	17	6	14	6	12	5	11	1
1911.								
January.....	19	2	15	2	11	0	10	0
February.....	21	9	19	0	9	11	9	0
March.....	21	5	17	4	10	4	8	9

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ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,

CORNWALL, Ont., March 31, 1911.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the year ending March 31, 1911.

THE CORNWALL CANAL

was opened for navigation April 30 and closed December 5, making a navigation season of 221 days.

The lower reaches of the canal were unwatered during the month of April, and in that time we painted all the lock gates; cleaned the floors of the locks and made all below-water repairs; built 125 lineal feet of concrete wash wall on the north bank, east of lock No. 18; excavated trench and laid foundation for 2,000 feet of concrete wash wall on the north bank between locks 18 and 19; built timber substructure for extension to northwest entrance pier at lock No. 19; examined south bank in the vicinity of Robertson's culvert by excavating a trench along the face; lifted and reset all the coping on the north side at the guard gates, replaced chipped and broken stones with new ones, renewed the bumping posts and walings; put in 20 lineal feet of concrete wash wall east of the weir at old lock No. 17; laid new telephone cable across the basin below lock No. 17.

There were several minor accidents to lock structures during the season, but the only one causing any extended delay was the wrecking of two gates of lock No. 18 by the steamer *Phoenix* on July 22, when the delay was twenty-four hours. Very considerable damage was caused to the mills at the foot of the canal from the flood of water released.

As a result of the critical examination of the south bank at Robertson's culvert, it was decided to recommend reinforcing the bank at this point, and an appropriation has been asked for this work, to be done during the coming season.

Built 2,000 lineal feet of concrete wash wall on the north bank, between locks 18 and 19, for which preparations had been made while the canal was unwatered in April.

Built 200 feet of concrete superstructure for north upper entrance pier at lock No. 19.

A section of flooring 25 feet long below the waste weir, lock 17, came up, and was relaid in concrete.

Locks 19 and 20 were fully equipped with iron snubbing posts set in a block of concrete, and the lock copings reinforced with a backing of mass concrete.

The riprap all along the canal was kept in repair, and a stretch of about 1,000 lineal feet rebuilt.

All the back ditches were cleaned and the banks generally kept in good condition.

A pair of new gates was built for the upper end of old lock 16, and a pair for the lower end of lock 17; used gates were rebuilt and refitted throughout, and stepped in lock 17, lock 18 (two pairs), lock 19 (two pairs); and a spare pair for lock 19 rebuilt.

A new derrick scow, 23 x 70 x 6, was built, and will go into commission at the beginning of this season.

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THE WILLIAMSBURG CANALS

were opened May 1 and closed December 5, except that the lift lock on the Galops canal was opened April 20.

The Rapide Plat canal was unwatered from April 11 to 16 to permit of an examination of the bottom for boulders. A considerable number were located, and afterwards picked up.

The spare gates for the lower end of the Farran Point lock were stepped, and the pair taken out, repaired and kept for spare. The lower entrance pier was repaired; the entrance pier to the old lock was refloored, and the gas cable at the upper end of the canal taken up, repaired and replaced.

Rebuilt the pair of gates taken out of lock 24 and also out of lock 28, for spares.

Placed about 2,000 cubic yards of field stone protection on the outer bank of the Galops canal, above Cardinal.

Built new derrick scow, 23 x 70 x 6, which will go into commission at the beginning of the coming season.

Made extensive repairs to the water-supply pipe at Iroquois under the south lock wall, and rebuilt 700 feet of sidewalk in concrete.

Mr. C. D. Spencer, master of lock 28, Galops canal, died, and the vacancy created was filled by the appointment of Mr. Neil Cummings.

THE MURRAY CANAL

was opened April 1 and closed December 5, making a navigation season of 249 days.

The traffic increased very largely this season, and insistent demands are being made for greater depth of water.

The banks and all canal structures were maintained in good condition, and a couple of additional back ditches opened up.

Mr. P. H. Clarke, master at the C. O. R. bridge, died, and the vacancy was filled by the appointment of Mr. G. B. Fieldhouse.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,
Superintendent.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ontario.

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Record of Highest and Lowest Levels of Water on the 'Ontario-St. Lawrence Canals' for Year ending March 31, 1911.

Month.	CORNWALL CANAL.		FARRAN POINT CANAL.		RAPIDE PLAT CANAL.		GALOP'S CANAL.		LIFT LOCK.		MURRAY CANAL.									
	Lock 15.	Lock 21.	Lower Lock 22.	Upper Lock 22.	Lock 23.	Lock 24.	Lock 25.	Lock 27.	Lock 28.											
1910.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.								
	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.								
	15.6	15.2	16.2	15.7	18.1	17.1	18.4	17.6	17.9	16.8	17.1	16.2	20.8	19.4	16.7	15.9	17.2	16.1	13.8	13.0
	15.9	15.4	16.4	15.9	18.5	17.6	18.9	18.0	18.1	17.3	17.9	16.7	20.9	20.0	17.0	15.9	17.8	16.7	13.9	13.5
	15.9	15.6	16.4	15.9	18.9	17.9	19.1	18.2	18.3	17.5	17.7	17.0	21.6	20.3	16.9	16.2	17.9	16.8	13.10	13.5
	15.7	15.4	16.3	15.9	18.3	17.7	18.9	18.2	17.9	17.4	17.9	16.8	20.7	20.1	16.6	16.1	18.8	16.8	13.8	13.3
	15.6	15.1	16.4	15.5	18.4	17.2	18.9	17.7	18.0	16.9	17.5	16.4	20.7	19.3	16.5	15.7	17.5	16.2	13.5	12.10
	15.4	14.7	15.9	15.3	17.6	16.5	18.2	17.3	17.3	16.2	17.2	15.0	20.0	18.1	16.3	14.7	16.8	14.8	13.2	12.5
	15.1	14.7	16.0	14.7	17.6	16.0	18.0	16.7	17.2	15.7	16.7	15.2	20.1	18.0	16.2	15.1	16.9	15.0	12.8	11.5
	15.1	14.5	15.5	14.8	17.2	16.0	17.8	16.5	16.9	15.6	16.5	15.0	19.7	18.0	15.9	14.7	16.7	14.7	12.5	11.9
	16.6	14.5	15.4	14.7	17.1	16.2	17.5	16.5	16.7	15.3	16.5	14.7	19.7	17.5	15.9	13.8	16.4	13.9	12.3	12.0
	1911.																			
22.0		16.3	16.0	14.9	18.7	16.3	19.1	16.6	16.9	15.0	16.0	13.8	18.8	16.2	15.5	14.2	15.9	13.2	12.2	12.0
24.3		21.1	16.7	13.7	20.2	17.5	20.0	17.7	17.7	15.6	15.3	13.3	18.0	16.3	14.7	13.9	14.8	13.0	12.3	11.8
24.7		20.0	15.8	14.9	18.2	16.9	17.9	16.6	16.6	15.2	15.9	14.5	18.6	17.0	15.7	14.2	15.8	14.0	12.5	11.8

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STATEMENT of Fines and Damages, in connection with Ontario-St. Lawrence Canals, during Season of 1910.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1910.		\$ cts.	\$ cts.		
20	May 2.....	Tug 'Bronson'		30 00	Montreal Transportation Co.....	Paid.
21	" 17.....	" 'Security'	18 80	50 00	Imperial Oil Co.....	"
15	June 25.....	Bge. 'Augustus'	10 00		M. T. Co.....	"
18	" 25.....	Str. 'Windsor'	17 76		"	"
	July 22.....	" 'Phoenix'	1,820 67		Geo. Hall Coal Co.....	"
	" 30.....	Tug 'Mary Ellen'		20 00	Ed. Jesmer.....	"
	" 30.....	"		5 00	"	"
18	Aug. 2.....	Str. 'Odland'	10 00		A. Fredrickson	"
19	" 8.....	" 'Waccamaw'	10 00		J. L. Groswaite.....	"
19	" 14.....	" 'Rosemount'	10 00		M. T. Co.....	"
19	" 19.....	" 'Bickerdike'	20 00		Merchants Mutual Line.....	"
21	Sept. 19.....	Bge. 'Mamie'	5 35		M. T. Co.....	"
GG	" 22.....	Str. 'Odland'	16 15		A. Fredrickson	"
	Oct. 18.....	" 'A. E. Ames'		5 00	Can. Lake and Ocean Nav. Co.....	"
17	Aug. 12.....	" 'Buckeye State'	4 37		J. L. Groswaite.....	"
1909 21	Nov. 23.....	" 'Newona'	15 00	20 00	Reford Steamship Line.....	Not paid.

WILLIAMSBURG CANALS.

22	Sept. 30	Bge. '6'	25 00		Imperial Oil Co	Paid.
	Oct. 6.....	Str. 'Saskatoon'		5 00	Mutual Line.....	"

MURRAY CANAL.

	1909.					
Ry. Bge.	Oct. 2.....	Str. 'L. S. Porter'	23 25		Hepburn Bros	Paid.

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DEPARTMENT OF RAILWAYS AND CANALS,

ONTARIO-ST. LAWRENCE CANALS,
RESIDENT ENGINEER'S OFFICE,

CORNWALL, April 1, 1911.

SIR,—I have the honour to submit my annual report on the works under my direction for the fiscal year ending March 31, 1911.

CORNWALL CANAL.

Improving Upper Entrance to Lock 17.—This work comprises the construction of a cribwork and concrete approach wall, 660 feet in length, on the north side of the upper entrance to this lock; the widening, by dredging, of the bottom of the canal in the vicinity; the construction of four cribs between the old and new canals a short distance above the lock for the storage of spare lock gates; and the construction of a small concrete waste weir, to supplement the present waste weir to the river, south of the lock, the capacity of which is insufficient to control the water in this level when the mills at the foot of the canal are closed.

A contract for this work was entered into with Messrs. Fallon Bros., of Cornwall, on June 1, 1910.

Work was commenced on June 13 and carried on without interruption till November 24, when the work was stopped for the season. During this time all of the work in connection with the construction of the waste weir, possible to do with the water in canal, was accomplished. The necessary dredging to prepare bottom to receive cribs in approach wall was completed and a portion of the dredging in widening bottom of canal. All of the cribs in approach wall were constructed, sunk in position and filled with stone, and a portion of the back fill behind same was placed.

During the winter the contractors delivered the gravel required for the construction of the concrete walls, as well as timber for gate cribs, and preparations are now all completed for the prosecution of the work necessary to do, while the canal is unwatered, before the opening of navigation.

Extension of Wall across Washout above Lock 18.—This work consists of the extension, westward for a distance of 465 feet, of the concrete wall constructed across the break in canal bank which occurred in June, 1908.

A contract having been entered into with Mr. Gordon R. Phillips for this work, operations were commenced on April 1, 1910, as soon as the canal was unwatered, and vigorously prosecuted with the result that on April 29 the whole of the concrete wall was completed to about 18 inches above level of water in canal and a small portion of the back filling was placed in position. The work of completing concrete wall and placing the remainder of the back filling was immediately continued, and the whole of the work embraced in this contract was completed in a most satisfactory manner on July 29, 1910. The final estimate for this work has been paid.

Improving Upper Entrance to Lock 19.—While the canal was unwatered during the month of April, 1910, the tops of the old timber cribs on the north side of this entrance were removed to one foot below level of water in canal, the cribs enlarged to bring them to a proper line with the lock and a new crib constructed. Later in the season concrete walls were constructed on these cribs and extensive repairs made to the copings of the old masonry walls at the upper entrance to this lock.

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Plans and specifications have been prepared and tenders are now being invited for the extension of the present approach wall on the north side of the upper entrance to this lock.

During the night of October 26 last, a portion of the old timber and plank flooring in the tailrace of the waste weir at lock 17 broke and lifted. The water was taken out of the level above this weir during the night of the 27th, and the following day the broken floor was removed, the foundation thoroughly cleaned out, and the whole replaced with stone and concrete. Navigation was resumed on the morning of the 29th. It being found impracticable to properly complete the repairs with the water in the canal, and having everything secure against further damage in the meantime, it was decided to defer the completion of the repairs till the canal should be unwatered during this month, when the repairs will be completed.

A contract was entered into with the Randolph Macdonald Co., Ltd., on August 30, 1910, for the removal of certain high areas in the bottom of canal, notably near the upper dam below lock 21, the entrance to the waste weir at the lower dam and certain small areas at other places in the canal. Work on this contract was commenced on September 5 and carried on without interruption till November 18, when the work was discontinued for the season. It is expected that this work will be completed about June 1.

WILLIAMSBURG CANALS.**FARRAN POINT CANAL.**

Plans and specifications have been prepared and tenders are now being invited for the extension of the present line of cribwork along the north side of the lower entrance to this canal, with a view to improving the approach to this canal which at present is both difficult and dangerous.

RAPIDE PLAT CANAL.

Plans and specifications have been prepared and tenders are about to be invited for improving the lower entrance to lock 24. Tenders are also about to be invited for the removal, by dredging, of certain high areas in the bottom of this canal.

GALOPS CANAL.

The work of removing the tops of the old wooden piers and bridges across the head and tailrace to the supply weir at Lock 27, and the rebuilding of same in concrete and steel, under contract with Messrs. McCoy & Wilford, Ltd. and which was commenced in 1909, was completed in a satisfactory manner on September 30. The final estimate for this work has been paid.

Plans and specifications have been prepared and tenders are now being invited for the construction of a cribwork and concrete approach wall on the south side of the upper entrance to Lock 28.

MURRAY CANAL.

In view of the complaints which have been received during the past three seasons from owners of vessels navigating this canal, a sum of \$15,000 has been placed in the estimates for 1911-12, to provide for the removal of high areas existing in the bottom of the canal. Specifications have been prepared and tenders will shortly be invited for this work.

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It is proposed during the coming season to have a complete survey made of this canal with a view to ascertaining the cost of providing for 14 foot navigation at low water. The canal, as originally constructed, provided for a depth of only 11 feet at low water stages in Lake Ontario.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,
Resident Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

ST. CATHARINES, March 31, 1911.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1911.

NAVIGATION SEASON.

The canal opened for navigation on April 15 and closed December 15, 1910.

ACCIDENTS.

One serious accident occurred during the year. The lower gates of lock No. 1 were unmitred by wave action while the lockmen were at the upper end of the lock; when the water was let into the lock the gates were carried away, causing a delay to navigation of ten hours.

The steamer *Sharples* stuck in the aqueduct at Welland for 18 hours, during low water caused by a heavy easterly wind.

IMPROVEMENTS—NEW CANAL.

Mr. W. E. Phin has completed his contract for 'Widening canal about a mile north of Welland.'

Mr. J. E. Russell has completed his contract for 'Widening canal south of Welland.'

The widening of these two stretches of the canal makes a great improvement to navigation.

Mr. M. J. Hogan has completed his contract for 'Widening canal at the head of lock No. 2,' making a much needed improvement.

The Michigan Central Railway Company, during the winter of 1910-1911, replaced their old centre pier swing bridge at Welland with a long span swing bridge having the pivot pier on the west side of the canal, leaving a clear channel for navigation 100 feet in width. All the piers of this bridge have been placed deep enough to allow the canal to be enlarged to ship canal size.

PORT COLBORNE.

Messrs. Hogan & Macdonnell have practically completed their contract, entered into in 1900, which covered the bulk of the improvements done at Port Colborne.

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Mr. M. J. Hogan has practically completed his contract entered into in 1910 for 'Widening the deep water channel along West Pier and building mooring dock west of Government Elevator.'

The government elevator did a fair business in the fall of 1910, handling over 3,000,000 bushels of grain, the receipts for handling which more than paid all operating and repair expenses for the year.

REPAIRS—NEW CANAL.

Ordinary repairs to structures on the new canal were carried out during the year.

A new steel pontoon gate-lifter, designed by myself, and built under contract by Messrs. M. Beatty & Sons, Limited, has been placed in commission and works very satisfactorily. In this machine, the old water pockets for counterweighting have been dispensed with, and rolling counterweights, operated by the engine, substituted therefor. The improvement on the old style is very marked.

For the use of the repair gangs, a reinforced concrete scow was built to replace an old wooden one. The over all dimensions are 80 ft. x 24 ft. x 7 ft. The deck, bottom, sides and bulkheads are two and one-half inches in thickness, and no timber whatever enters into the construction, except the walings which are of 6-in. x 8-in. oak.

The scow does not leak at all and acts well under load, easily carrying thirty cords of rubble stone.

REPAIRS—OLD CANAL.

Ordinary repairs were carried out.

An old bridge at Allanburg, and one at Lock No. 5, were replaced by bridges taken from the New canal a few years ago, when they were replaced by long span steel structures.

WELLAND SHIP CANAL.

Surveys and borings were made during the year on three proposed routes. This work will be covered by a separate report.

GENERAL.

The water in lakes Erie and Ontario was fairly up to normal all summer, but lake Erie became quite low in November and December, 1910.

Mr. John Steffens was superannuated on April 1, 1910.

The following superannuated employees died during the year:—

John Sullivan, on 13th April, 1910.

Jacob Reuter, on 1st July, 1910.

Michael Driscoll, on 25th October, 1910.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,
Superintending Engineer.

To W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1911.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1910.	Ft.	In.	1910.	Ft.	In.
April	16	1	November.....	15	3
May	16	5	December.....	15	1
June	16	6	1911.		
July	16	5	January.....	14	10
August	16	1	February.....	14	10
September	16	1	March.....	14	11
October	15	7			

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1911.

Upper Sill.				Upper Sill.					
Months.	Highest.		Lowest.		Months.	Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	1910.	Ft.	In.	Ft.	In.
April	15	3	14	2	November	15	3	13	6
May	15	9	14	7	December.....	15	0	13	3
June	15	7	14	5	1911.				
July	15	9	13	11	January	14	11	13	3
August.. .. .	15	7	13	11	February	15	3	11	9
September ...	15	2	14	2	March... .. .	14	3	13	2
October.....	15	10	13	9					

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STATEMENT of Damages to Welland Canal property during the fiscal year ending March 31, 1911, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1909.		\$ cts.	\$ cts.	1910.	
May 16....	Str. 'Gargantua'....	6,485 66	1,485 56	June 25....	Department.
1910.					
April 28. .	" 'Rutland'.....	38 63	38 63	July 11...	Port Dalhousie.
May 3 ...	" 'W. J. Averell'...	23 50	23 50	Dec. 22....	"
June 20. .	" 'John Sharples'.....	30 93	30 93	Aug. 11....	"
July 9 ...	" 'Odland'.....	25 25	25 25	" 6....	"
" 12....	" 'John Lambert'.....	59 20	59 20	" 13....	"
" 22....	" 'A. D. Davidson'.....	15 91	15 91	Sept. 13....	"
Aug. 6....	" 'Keyport'.....	13 85	13 85	" 13....	"
" 11....	" 'John Sharples'.....	14 55	14 55	" 21...	"

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE, SAULT. STE. MARIE, ONT.

APRIL 14, 1911.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal, during the fiscal year ending March 31, 1911.

The canal was opened for traffic on April 12, 1910, and closed on December 15, having been in operation for 247 days.

The traffic passing this point, through the Canadian and United States canals, again shows a large increase over any previous year. The freight amounted to 62,363,-218 tons, an increase of 7½ per cent over last year; the passengers number 66,933, or an increase of 11½ per cent; and the registered tonnage of vessels amounted to 49,-856,123 tons, an increase of 6½ per cent.

On the Canadian canal, the freight tonnage amounted to 36,374,479 tons, an increase of 31 per cent; the passengers numbered 33,609, an increase of 5 per cent; and the registered tonnage amounted to 23,349,151 tons, an increase of 31 per cent.

This very large increase was caused partly by the fact that the Canadian canal opened twenty-three days earlier than the United States canal, but mainly by the greater depth of water in the Canadian lock,—this increased draft of 6 inches having been taken advantage of by vessels in a more systematic manner than heretofore.

CONGESTION OF TRAFFIC

While the Canadian canal was handling the whole traffic before the United States canal was opened, the congestion of traffic was very great; and when the latter canal opened on May 5, no less than sixty-eight vessels were waiting at anchor in the river below and seventy-two vessels were waiting at anchor in the river above the lock.

During the congestion of traffic, which lasted until May 10, the Canadian canal was in continuous operation for 559 hours, passing 1,148 registered vessels with a net tonnage of 2,871,628 tons, besides a small number of unregistered vessels.

In addition to the canal patrol boat, which was kept in operation above the canal, a tug was employed below the canal under the control of the canal, but at the expense of the Lake Carrier's Association, for the purpose of keeping the vessels in line.

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PATROL BOAT.

A patrol boat was kept in operation, in the river above the canal, throughout the season, and proved of great service in keeping vessels in line in times of congestion.

This congestion occurred once or twice every week to a limited extent, but more particularly in foggy weather when vessels became bunched together.

This patrol boat was compelled to lie at Point aux Pins light, about six miles above the lock, for the greater part of the time, for the purpose of recording the order in which vessels arrived, and the distance proved too great to allow her to keep in touch with the lock. It is, therefore, considered necessary to establish telephone communication between the lock and Point aux Pins light.

ACCIDENTS.

During last season the canal was operated without serious accident, either to the lock or to the vessels using the canal. This freedom of accident is attributed to the control kept over vessels by the linemen on the piers.

REPAIRS AND IMPROVEMENTS.

The old wooden posts on the south side of the lock were replaced by iron posts set in concrete blocks, similar to those on the north side of the lock.

A number of iron posts, set in concrete blocks, were also placed along the north pier above the lock to replace the old wooden posts.

The floats along the north side of the canal, above the movable dam, were renewed and made one timber wider and two timbers in depth. This work will be continued during the coming summer. These floats are required on account of the heavy batter of the wall, to prevent boats from damaging their bilges.

IMPROVEMENTS TO POWER HOUSE.

Owing to the difficulty of controlling the machinery in the power house under the greatly varying load, a governor not being workable with the closed penstock, it had become necessary to place a permanent load, in the shape of a propeller wheel, so that the load would not be entirely removed at any time. This condition of affairs caused the power to fail at times when the maximum load was required; and to overcome this difficulty it was decided to install a governor, making such alterations as were necessary to make it workable.

These alterations consisted of a new water wheel to replace one of the old wheels, and a fly wheel; the cutting of the intake pipe to form an open basin, and the discharge pipe to form a standpipe.

This work is well advanced and will be completed in time to allow the new machinery to be used at the opening of navigation.

NEW LOCK GATES.

The contracts entered into with Messrs. Roger Miller and Sons for seven pairs of solid timber gates and for a derrick scow, have been completed.

Four pairs of new gates have been stepped, in place of the old frame gates, which were in bad condition; and all five pairs of gates on the lock are of solid timber construction. The remaining three pairs of solid timber gates are held in reserve.

The derrick scow has been placed in commission, and has proved satisfactory.

UPPER NORTH PIER.

In connection with the contract entered into with Mr. J. J. Collins for the rebuilding of the upper north pier, the cribwork is practically completed, and the con-

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crete superstructure is still to be built. This work will be completed about July 31, next.

REPAIRS TO MOVABLE DAM.

The material for the repairs to the movable dam has been delivered and the work of repairing the dam commenced. This work will be completed in a few weeks.

The usual statements are attached, showing the traffic passing this point through the Canadian and American canals.

I have the honour to be, sir,

Your obedient servant,

J. W. LeB. ROSS,

Superintending Engineer.

W. A. BOWDEN, Esq.,

Chief Engineer,

Department of Railways and Canals,
Ottawa, Ont.

SAULT STE. MARIE

COMPARATIVE STATEMENT since Opening of Lock, Sept. 9, 1895.

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895		1896		1897	
Period open	{ Sept. 9. Dec. 6.		{ May 7. Dec. 10.		{ April 21. Dec. 14.	
Canadian registered tonnage	125,240		586,571	461,331	398,343	—188,228
U.S. registered tonnage ..	623,131		3,810,794	3,187,663	3,406,018	—404,776
Total tonnage	748,371		4,397,365	3,648,994	3,804,361	—593,004
Lockages	698		3,042	2,344	2,976	—66
Vessel Passages	1,193		5,189	3,996	4,376	—813
Time passing lock	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	—300h. 11m.
Average time lockage	18.26 min.		18.42 m.		13.97 m.	
	1898		1899		1900	
Period open	{ April 11. Dec. 9.		{ April 26. Dec. 20.		{ April 23. Dec. 16.	
Canadian registered tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage ..	2,354,606	—1,051,412	2,388,441	33,835	1,616,139	—772,302
Total tonnage	2,757,937	—1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages	2,520	—456	2,610	90	2,205	—405
Vessel Passages	3,712	—664	3,820	108	3,163	—657
Time passing lock	609 h. 30 m.	—74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	—101h. 52m.
Average time lockage	14.51 m.		14.78 m.		14.75 m.	
	1901		1902		1903	
Period open	{ April 20. Dec. 21.		{ April 1. Dec. 20.		{ April 2. Dec. 13.	
Canadian registered tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U.S. registered tonnage ...	1,672,631	56,492	3,238,069	1,565,437	3,145,020	—93,049
Total tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	—176
Vessel passages	4,243	1,080	5,169	926	4,418	—751
Time passing lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	833 h. 10 m.	—42 h. 47 m.
Average time lockage	14.96 m.		16.25 m.		16.34 m.	

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COMPARATIVE STATEMENT since Opening of Lock, Sept. 9, 1895—*Concluded.*

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1904		1905		1906	
Period open.	{ April 30. { Dec. 26.		{ April 10. { Dec. 20.		{ April 10. { Dec. 20.	
Canadian registered ton'age.	1,557,335	—59,050	1,799,336	242,001	1,959,186	159,850
U.S. registered tonnage...	2,637,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,612
Lockages	3,012	—230	4,031	1,019	4,152	121
Vessel passages	4,092	—326	5,853	1,761	5,913	60
Time passing lock.	811 h. 28 m.	—71 h. 42 m.	1060 h. 38 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average time lockage	16.16 m.		15.79 m.		16.35 m.	
	1907		1908		1909	
Period open	{ April 22. { Dec. 15.		{ April 21. { Dec. 15.		{ April 21. { Dec. 16.	
Canadian registered ton'age	2,288,349	329,143	2,556,552	268,203	2,912,586	356,034
U.S. registered tonnage...	9,887,633	5,487,643	7,038,389	—2,849,244	14,899,562	7,861,173
Total tonnage	12,175,982	5,816,786	9,594,941	—2,581,041	17,812,148	8,217,207
Lockages	4,596	444	3,667	929	5,046	1,379
Vessel passages	6,153	240	5,344	809	6,420	1,076
Time passing lock	1378 h. 58 m.	247 h. 35 m.	1258 h. 50 m.	—120 h. 08 m.	1853 h. 45 m.	594 h. 55 m.
Average time lockage.	18.10 m.		20.60 m.		17.31 m.	
	1910					
Period open	{ April 12. { Dec. 15.					
Canadian registered ton'age	3,122,068	209,482				
U.S. registered tonnage...	20,227,083	5,327,521				
Total tonnage	23,349,151	5,537,003				
Lockages	6,110	1,064				
Vessel passages	8,285	1,865				
Time passing lock	2327 h. 40 m.	473 h. 55 m.				
Average time lockage	22.86 m.					

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REPORT of traffic passing Sault Ste. Marie through Canadian and American Canal.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of carrying per mile ton.	Estimated Value of freight carried.	Percentage of freight carried in Canadian Vessels.	Number of Passengers
				Mills.	\$	p. c.	
1855.....	193	106,296	14,503				4,270
1860.....	916	403,657	153,721				9,230
1865.....	997	409,062	181,638				19,777
1870.....	1,828	690,826	539,883				17,153
1875.....	2,023	1,259,534	833,465				19,685
1880.....	3,503	1,734,890	1,321,908				25,766
1885.....	5,380	3,035,987	3,256,628				36,147
1890.....	10,557	8,454,435	9,041,213	1 3	102,214,948	3 5	24,856
1891.....	10,191	8,400,685	8,888,759	1 35	128,178,208	4 0	26,190
1892.....	12,580	10,647,203	11,214,333	1 31	135,117,267	3 8	25,896
1893.....	12,008	8,949,754	10,796,572	1 1	145,436,957	4 1	18,869
1894.....	14,491	13,110,366	13,195,860	0 99	143,114,503	3 5	27,236
1895.....	17,956	16,806,781	15,062,580	1 14	159,575,129	3 75	31,656
1896.....	18,615	17,249,418	16,239,071	1 0	195,146,842	3 0	37,066
1897.....	17,171	17,619,923	18,982,755	0 83	218,235,927	3 0	40,213
1898.....	17,761	18,622,764	21,234,634	0 79	233,069,739	2 2	43,426
1899.....	20,255	21,958,347	25,255,810	1 5	281,364,759	3 1	49,082
1900.....	19,452	22,315,834	25,643,073	1 18	267,011,959	3 0	58,555
1901.....	20,041	24,626,976	28,403,065	0 99	289,906,865	4 0	59,663
1902.....	22,659	31,955,582	35,961,146	0 89	358,306,300	4 0	59,377
1903.....	18,596	27,736,444	34,674,437	0 92	349,405,014	6 0	55,175
1904.....	16,120	24,364,138	31,546,106	0 81	334,502,686	6 0	37,695
1905.....	21,679	36,617,699	44,270,680	0 85	416,965,484	5 0	54,204
1906.....	22,155	41,098,324	51,751,080	0 84	537,463,454	5 0	63,033
1907.....	20,437	44,087,974	58,217,214	0 80	569,830,188	5 0	62,758
1908.....	15,181	31,091,730	41,390,557	0 69	470,141,318	7 0	53,287
1909.....	19,204	46,751,717	57,895,149	0 79	626,104,173	6 0	59,948
1910.....	20,899	49,856,123	62,363,218	0 74	654,110,844	6 0	66,933

SAULT STE. MARIE CANAL,

ENGINEER'S OFFICE,

SAULT STE MARIE, ONT., April 1st, 1911.

SIR,— I have the honour to submit my annual report on the improvements in progress to the Upper Entrance of the Sault Ste. Marie canal for the fiscal year ending March 31st, 1911.

DREDGING UPPER ENTRANCE.

A contract was entered into with Mr. J. J. Collins on October 23rd, 1909, and was brought to a satisfactory completion December 1st, 1910. The work embraced in the contract consisted in the widening of the channelway on the north side from the westerly end of the North Mooring pier, and on line with same, extending westerly to an intersection with a production of the northerly limit of the channelway as defined, passing through the Vidal shoals. The widening provided an additional width of 200 feet, making in all 500 feet opposite the outer end of the South Mooring pier, where a cross current has, in the past, made navigation difficult and resulted in much damage to the pier and boats using the lock. The same depth of 21 feet 5 inches at low water stage, as provided in the other Upper Entrance contracts, was secured.

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REMOVAL OF RANGE BEACON, UPPER ENTRANCE.

A contract was entered into with Messrs. J. J. Collins and V. W. Giroux, June 1st, 1910, for the removal of the Range Beacon and two small shoals in the vicinity of same. The work was executed in a satisfactory manner and completed October 1st, 1910. A permanent Range Tower to replace the Range Beacon has been constructed outside the channel limits by the Department of Marine and Fisheries.

EXTENSION OF NORTH MOORING PIER, UPPER ENTRANCE.

During the coming season, it is proposed to construct an extension of 300 feet to the North Mooring pier of the upper entrance, in order to provide accommodation for two of the largest vessels to lay to the west of the Swing bridge.

I have the honour to be,

Yours obedient servant,

F. B. FRIPP,
Engineer in Charge.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Canada.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1911.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1911.

Navigation opened at Ottawa on the 1st May, 1910.

Navigation opened at Kingston Mills on the 1st May, 1910.

Navigation closed at Ottawa on November 30, 1910.

Navigation closed at Kingston Mills on November 29, 1910.

The spring freshet of 1910 occurred at an unusually early date, *i.e.* during the first week of March; fully one month earlier than usual; but it passed off through the waste weirs at the various lock stations along the line of the canal, without doing material damage.

As I reported to you on the 16th May last, a serious leak broke out in the dam at Hogsback on the 15th of that month; and, pending the necessary repairs, the water had to be lowered 6 feet, thus suspending navigation at this point for a period of seven days.

Further reference to this accident will be made under the heading of Hogsback Lock station.

Through navigation was also suspended in October on account of the low water in Rideau lake, which by the 12th of that month had fallen below the depth required, *i.e.*, 5 feet on the upper sill of Poonamalie lock. Boats, however, continued to ply on either side of this place. Further reference to this is made under the heading of Poonamalie Lock station.

I am glad to be able to report a very substantial increase in the number of lock-ages throughout the canal, particularly at Poonamalie lock, through which 3,755 boats were passed last season, an increase of nearly 700 over 1909.

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The question of an increased water supply for the canal is under consideration, and if carried into effect will be of great benefit to the canal.

The spring freshet has not yet commenced this year; but may take place at any time now.

The principal works and repairs executed along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin.)

Two new pairs of lock gates were hung in position last April:—having been framed the previous winter. Four new sluice frames were framed and erected. Two more flights of stone steps were covered with a three inch coating of concrete. A large quantity of broken stone was placed on the roads round the wharfs in the Canal basin; and general repairs were made to the wharfs, and to the lock house and the station generally. A ledge of rock projecting into the canal under Sappers bridge, across which the Grand Trunk railway built a concrete wall, was blasted out, and removed:—the department blasting the rock and the railway removing it on their cars.

This work which is almost finished, had to be most carefully done in order to prevent cracking the concrete wall, and I am glad to say that it has been successfully accomplished. The lawns and flower beds at the locks have been kept in first rate order, and are in keeping with the improvements being made by the Grand Trunk railway in connection with their new railway station and the Chateau Laurier Hotel. The water in the Ottawa river, which kept up sufficiently high for all navigation purposes, has fallen steadily during the entire winter, and is only now commencing to rise:—a most unusual occurrence, which may perhaps be explained by the fact that this winter has been unusually severe; and the frost and cold have continued steadily without the usual winter thaws and rains, which tend as a rule to raise the water during the month of February.

OTTAWA EAST BRIDGE.

Sundry small repairs were made to the bridge.

BANK STREET BRIDGE.

An entirely new turntable was built and placed under the swing, the work being done by the Victoria Foundry Company, and the bridge was painted. Sundry small repairs were made to the approaches and to the canal banks in the vicinity of the bridge.

CONCESSION STREET BRIDGE.

The swing span was painted and sundry small repairs made to the flooring; and also to the road across the dam.

HARTWELLS LOCK STATION (2 LOCKS.)

The lower east wing of the lower lock and the upper west wing of the upper lock were taken down and rebuilt, the upper and lower chamber walls of both locks were grouted and painted. This work is not quite finished; but will be completed in the course of a week. The old storehouse on the east side of the lower lock was taken down, and a new one built at the side of the road above the by wash. Some new cribbing was built along the banks of the creek leading from the by wash. A long stretch of dry stone walling was built along the bank of the canal between the lower lock and the C. P. Railway bridge. This work will be continued, and I

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hope completed, this summer. Sundry small repairs were made to the station in general.

HOGSBACK LOCK STATION (2 LOCKS AND 1 BRIDGE.)

The West Bulkhead—the rebuilding of which was delayed by the usually early freshet last March, was completed in April after the water had subsided, and no delay was occasioned to the opening of navigation on May 1st.

A serious leak broke out in the dam on the 15th May, causing the roadway on top to fall in to a considerable extent. I submitted a report to you on this subject giving full particulars, on the 16th May, 1910. In order to get at the leak the whole level was run down about six feet, and a timber crib, filled with stone, was built at the weak point. The hole in the dam was then filled in with clay and gravel; and the entire structure was raised and graded throughout. I brought our dredge down from where she was digging at Smith's Falls, and kept her filling scows with clay and depositing the same all along the back of the dam for over a month, the result being that all leakage through the dam was practically stopped; in fact Hogsback dam has never been as tight as it was last season, since it was first built. The delay occasioned to navigation on account of this accident amounted to seven days, exclusive of two Sundays. The cribwork protection piers at the foot of the canal bank in the river, were rebuilt for a considerable distance, and filled with stone. Some more dry stone walling was built along the face of the cut; and I hope to have the whole bank completed this summer; the total length of which is over two miles. Sundry other small repairs were made to the station in general.

BLACK RAPIDS LOCK STATION (1 LOCK.)

The face of the wing crib on the Gloucester side was sheeted with 10-in x 12-in. pine piling driven close together and bolted to the face of the crib. These piles were driven down to the hardpan until they could not go further without splitting at the head; and I am of the opinion that all danger from underscoring is now removed.

Some scow loads of clay were also dumped in front of the said wing crib, and the leakage is now almost entirely staunched. Some stone was placed in the cribwork between the By Wash and the lock.

LONG ISLAND LOCK STATION (3 LOCKS, 1 BRIDGE.)

Some stone and gravel were placed in front of the bulkhead, and sundry small repairs were made to the station generally.

MANOTICK BRIDGE.

Sundry small repairs were made to the flooring by the bridgekeeper.

WELLINGTON BRIDGE.

The entire bridge (fixed spans and swing) was lifted and the old crib work piers were removed down to low water mark, and rebuilt. New joists and flooring were also laid after the superstructure had been replaced on the new piers, and the swing span was painted.

BECKETS LANDING BRIDGE.

The swing span was raised, and portion of the bridge floor was replanked.

BURRITTS RAPIDS LOCK STATION (1 LOCK.)

The work of facing the north side of the cut with dry stone walling was continued last year, and will be completed this summer. A new set of stop logs for the head of the lock were framed, and also a set for the bulkhead.

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BURRITTS RAPIDS BRIDGE.

New flooring was laid on the swing bridge and the masonry of the piers was pointed.

NICHOLSONS LOCK STATION (2 Locks, 1 Bridge).

The old dry wall on the north side of the upper and lower cuts: about 2,300 feet in length, was taken down and rebuilt in cement. This will prove of great benefit to navigation, as the old existing trouble from leakage has now been removed. Six new swing bars were framed and placed on the lock gates, and the upper lock was grouted with Portland cement.

CLOWES LOCK STATION (1 Lock).

Some gravel was placed on the bank of the dam, and sundry small repairs made to the station generally. The retaining dam at this station, which was built of large stones laid vertically and arched upstream, requires to be repaired next winter, as the centre of the dam has been thrust downstream; and should be reinforced either with concrete buttresses, or else with a facing of concrete throughout. I submitted a report and estimate to you on December 21, 1910, regarding the proposed reinforcement of this dam.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

The north side of the cut was graded and gravelled, and some gravel was placed on the dam. A new concrete sidewalk was laid on the south side of the swing bridge. Some tile drainage pipes were put in on the south side of the basin. Both the waste weirs were rebuilt and sundry small repairs were made to the station generally.

KILMARNOCK LOCK STATION (1 Lock, 2 Bridges).

The swing bridge was replanked, and sundry small repairs made to the station generally.

EDMONDS LOCK STATION (1 Lock).

Some wire fencing was erected round the lock grounds, and sundry small repairs were made to the station generally.

OLD SLYS LOCK STATION (1 Lock, 1 Bridge).

The swing bridge was replanked and sundry small repairs made to the station generally.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were rebuilt. The swing bridge and the basin bridge were painted, and sundry small repairs were made to the station generally. The work of filling up the useless south side of the basin has been continued and will still be continued this year, in order to reduce the volume of water required to fill it up when the boats are passing through, and thus save the drain on the lake.

SMITH'S FALLS DETACHED LOCK (1 Lock, 2 Bridges).

One pair of lock gates was rebuilt. The superstructure of the bulkhead was taken down and rebuilt. The turntable of the swing bridge, having become defective, was taken out and sent down to the Dominion Bridge Works at Lachine, to be rebuilt; and the bridge itself was painted. A new floor was laid on the fixed bridge and this bridge was also painted. Sundry small repairs were made to the station generally.

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BOONAWILLE LOCK STATION (1 Lock).

One new swing beam was placed on one of the lock gates, and sundry small repairs were made to the station generally. The lockages at this point still continue to increase very largely year by year:—in fact so much so that it was found necessary to employ an additional lock labourer for the three summer months last year. The water last autumn again fell so low in Rideau lake that by the 12th day of October the navigation of boats drawing five feet was suspended at this point as the water fell below the required five feet on the upper sill of the lock; and the cut above the lock, as well as the channel for a long distance out into the lake, became too shallow for boats drawing over 4 feet 6 inches. The low water was due to two natural causes:—first of all the abnormally early freshet, which occurred during the first week in March, nearly two months earlier than usual, allowed all the flood water to subside before navigation opened:—thus compelling us to run water from Rideau lake from the very commencement of navigation, instead of in June. Secondly, we had an unusually hot, dry summer, so that the lake fell considerably from evaporation, as well as on account of the drain caused by feeding the reaches below one month sooner than usual.

In addition to the above, the electric light companies in the town of Smith's Falls, consume more water than they are entitled to; but it is extremely difficult to regulate the flow to their power houses; and when the levels from which they obtain their water are thereby lowered we are compelled to run water from the lake to raise them again for navigation.

Next season I intend to inquire more thoroughly into this question and, if possible, to limit the use of the water, for power purposes, to the amount only that is required to feed the levels between Smith's Falls and Ottawa, unless, of course, the rainfall and the height of reserve water in the lake will permit of more being used for this purpose.

As authorized by you, I have placed steel brackets on the dam to hold flash-boards, to be used in retaining the water in the lake (after the freshet subsides) for a longer period, instead of allowing it to spill to waste over the dam.

This will result in retaining from six to eight inches of water over an area of 100 square miles, for a period of, say, three weeks; and will be of inestimable benefit to navigation towards the close of the season. I do not anticipate any serious claims for damages by flooding, because we do not raise the water; but merely hold it after it has risen naturally, for a little longer than if we allowed it to spill to waste without benefiting either navigation or manufacturing interests.

BEVERIDGES LOCK STATION (2 Locks, 1 Bridge).

Five new swing beams were framed and placed on the lock gates. Repairs were made to the sluice machinery of the locks. A portion of the cribwork piers in the lake, which had been wrecked by ice, was rebuilt and filled with stone. Sundry small repairs were made to the lockhouse and to the station generally.

PERTH BRANCH (Basin and 4 Bridges).

The roadway along the canal from Craig Street bridge to the Canadian Pacific Railway car shops was raised and graded with gravel. Three of the bridges and two storehouses were painted. An additional length of dry stone walling, about 700 feet long, was built along the face of the canal to protect the banks from the wash caused by boats. Sundry small repairs were also made to the canal banks, and also to the wharfs and bridges.

BOB'S LAKE RESERVOIR DAM.

No repairs were made to this dam during the year.

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OLIVER'S FERRY BRIDGE.

The swing span was taken down and rebuilt; and the flooring and joists on the fixed spans were also renewed.

THE NARROWS LOCK STATION (1 Lock, 1 Bridge).

The swing bridge across the lock was taken down and rebuilt. The lockhouse was resingled. Sundry small repairs were made to the station generally.

WOLF LAKE RESERVOIR DAM.

No repairs were made to this dam during the year.

NEWBORO LOCK STATION (1 Lock, 1 Bridge).

One pair of lock gates was rebuilt and two new swing bars framed for the upper gates. The cribwork piers in the lake at the entrance of the upper cut were rebuilt. One of the piers below the lock was replanked, and sundry small repairs were made to the station in general.

CHAFFEY'S LOCK STATION (1 Lock, 1 Bridge).

The bulkhead was rebuilt, and repairs were made to the lower sill of the lock. The lockhouse was resingled and sundry small repairs were made to the station generally. A timber wharf about 120 feet long, was built above the lock on the east side of the cut. This will supply a long felt want, as hitherto the landing of passengers and freight at this place—which is rapidly becoming a tourist centre—has been exceedingly awkward owing to the absence of a wharf.

DAVIS LOCK STATION (1 Lock).

Sundry small repairs were made to the lockhouse, and to the station generally.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

One pair of lock gates were rebuilt. A small addition was built to the lock-master's house. The lower sill of the lower lock was repaired and concreted. The invert arch bottom of the basin lock was also repaired and concreted. Sundry small repairs were made to the bridges and roads, and to the station generally.

MORTON RESERVOIR DAM.

Sundry small repairs were made to the planking and to the handrailing and steps.

BRASS POINT BRIDGE.

The flooring of the bridge was partly relaid, and small repairs were made to the rest pier of the swing span.

BREWER'S UPPER MILLS LOCK STATION (2 Locks, 1 Basin, 1 Bridge)

Extensive repairs were made at this station during the winter. The by-wash was taken down and rebuilt with heavy cut stone, the stop-log opening being increased in width by about 3 feet 6 inches, which necessitated a new set of longer stop-logs. The upper portion of the upper lock and the north chamber walls of the lower lock were taken down and rebuilt with new stone. The swing bridge across the lower lock

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was also rebuilt. These repairs necessitated the erection of coffer-dams both above and below, in order to pump out the locks. Also a temporary bridge had to be provided to divert the highway travel whilst the swing bridge and lower lock were being rebuilt. This roadway was made across the top of the upper coffer dam, and no delay was occasioned to travel.

BREWER'S LOWER MILLS LOCK STATION (1 Lock, 1 Bridge).

A new stable was built for the lockmaster, this station being so isolated that it is necessary for him to keep a horse. Sundry small repairs were made to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were framed last summer ready to put in; but they are not yet in place, but will be hung this month ready for the opening of navigation on May 1. Five hundred yards of broken stone were quarried and placed on the embankments, under contract with Mr. H. Hyland. The roof of the addition to the block house, which was built by Messrs. Fallon Bros., has proved most unsatisfactory ever since its completion. However, the department holds Messrs. Fallon Bros.' cheque as a guarantee of this work, which will require to be repaired this spring, as the roof leaks with every shower of rain. Small repairs were made to the bridges and sluices of the locks.

GENERAL.

The usual spring repairs, such as pointing and grouting the lock masonry, painting of lock gates and bridges, &c., were made by our lock labourers in April. The cut stone for the masonry repairs was taken out and cut in our leased quarry at Westport, and delivered along the canal last fall by our own tug and scows as well as by private boats. The supplies required were purchased through the purchasing agent of the department, and the system installed by him has proved very satisfactory as regards the manner in which the materials were furnished and delivered.

DREDGING PLANT.

The dredge *Rideau* was employed last summer in cutting a channel through Saw Log bay above Smith's Falls, excepting for four weeks in May and June, when she was brought down to Hogsback for the purpose of digging clay to place on the dam to staunch the leakage. She wintered at Smith's Falls, and at the present time is undergoing repairs to the mast, crane and stays.

The tug *Loretta* was employed as usual in buoying out the channel, towing scows, delivering timber, cement, paint, oil, stone, &c., along the canal, and also on inspection work.

Her steering engine gave poor satisfaction last season, and is now in the shops being overhauled.

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The following is a statement of the highest and lowest water on the lower mitre sills of the lower locks Nos. 1 and 47 at Ottawa and Kingston Mills Lock stations, respectively:—

OTTAWA, LOCK NO. 1.				KINGSTON MILLS, LOCK NO. 47.							
Highest.		Lowest.		Highest.		Lowest.					
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.				
April 30.....	18	0	April 1	13	5	April 25-30.....	8	4	April 1-6..	8	0
May 1 2....	17	11	May 28-29.	13	11	May 25-30.....	8	7	May 1-4.....	8	4
June 8-11..	15	3	June 30	11	8	June 11-15.....	8	8	June 22-30.....	8	6
July 1.....	11	5	July 31.....	7	9	July 18-31.	8	8	July 1-17.....	8	7
Aug. 30.....	8	0	Aug. 1	7	8	Aug. 1-12.....	8	8	Aug. 13-31.....	8	7
Sept. 6	8	7	Sept. 30.....	6	11	Sept. 1-2	8	6	Sept. 30.....	7	7
Oct. 15.....	9	5	Oct. 2.....	6	9	Oct. 17-31.....	7	7	Oct. 2-16.....	7	6
Nov. 28.....	9	9	Nov. 2-3.....	9	0	Nov. 1-2.....	7	7	Nov. 29-30.....	7	2
Dec. 7-8.....	9	7	Dec. 31.. ..	8	4	Dec. 1-4.....	7	2	Dec. 16-31.....	7	0
Jan. 1-3.....	8	3	Jan. 27-31.....	7	5	Jan. 28-31	7	5	Jan. 1-3.....	7	0
Feb. 1-5.....	7	4	Feb. 27-28.....	6	8	Feb. 1...	7	5	Feb. 22-28.....	7	1
Mar. 31.....	7	8	Mar. 8-14.....	6	3	Mar. 16-31.....	7	2	Mar. 1-15.....	7	1

I have the honour to be, sir,
Your obedient servant,
(Sgd.) A. T. PHILLIPS, *M. Can. Soc. C.E.,*
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department Railways and Canals.

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, May 9, 1911.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1911, covering the work of construction chargeable to 'capital,' Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton on Lake Ontario to Rice lake, a distance of fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

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For construction purposes, the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts is about \$5,100,000, on which there was expended for work done and materials delivered up to March 31, 1911, the sum of \$2,009,737.63, or say 40 per cent of the estimated value at contract rates of the seven contracts.

There are on the division 18 locks, 14 dams and 17 bridges; locks 1, 2, 3, 5, 6, 7, 14 and 18, dams 2, 3, 5, 6, 7, 11 and 12, and nine bridges, are built to date.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about four and one-half miles, on which length of the river there are three locks and three dams.

A contract for the work was entered into with Messrs. Larkin & Sangster, on March 10, 1908, and the total value of work done and materials delivered up to March 31, 1911, amounted to \$755,474.89, or about 72 per cent of the value of the contract.

The principal items of work done are 235,499 cubic yards earth; 10,216 cubic yards loose rock; 205,609 cubic yards solid rock; and 56,041 cubic yards concrete.

Locks 1, 2 and 3 are finished, and also dams 2 and 3, except the platform across the top of dam No. 2. At the west end of dam No. 2, the Sidney Power Co. have built a power-house for the complete development of the power at this dam. The wheels, and generators, and full electrical equipment have been contracted for, and the company hope to have the plant running early this summer. The short canals leading into and out of locks Nos. 2 and 3 are finished, together with the entrance piers of the locks. The canal forming the lower entrance to lock No. 1 is well advanced towards completion, and the submarine channel between this point and the mouth of the river is partly excavated. The excavation of this channel has been sublet to Mr. Robert Weddell, who had constantly on the work last season a drill boat, and a dredge for about one-half the season.

One of the fixed spans at the east end of the Glen Miller highway bridge has been taken out, and a swing bridge built in place of it, which was opened for traffic at the end of February, 1909.

The principal items of work remaining to be done on this section are, the construction of dam No. 1, the substructure of the Gilmour siding bridge, and the completion of the dredging between lock No. 1 and the mouth of the river. The entire works embraced in the contract will be completed this season, with the exception of the dredging which will probably extend over into the summer of 1912.

GRAND TRUNK RAILWAY BRIDGE, TRENTON.

An agreement was entered into on June 9, 1909, with the Grand Trunk Railway system for the construction of a bridge to carry the tracks of their main line over the canal at Trenton Junction.

Work on this structure was begun last spring, and the bridge was placed in commission on the 2nd July, 1910. It is designed for three tracks, and is a high level bridge providing a clear head room of 27 feet at a stage of high water in Lake Ontario.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks and three dams.

A contract for the work was entered into with Messrs. Dennon & Rogers, on May 30, 1908, and the total value of work done materials delivered up to March 31, 1911, amounted to \$280,245.15, or about 39% of the value of the contract. The principal items of work done are 50,876 cubic yards earth, 10,772 cubic yards loose rock, 61,054 cubic yards solid rock, and 33,460 cubic yards concrete.

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Locks 5 and 6 are built, and also Dams 5 and 6, except the platforms across the top of their piers. The upper entrance piers of Lock 5 and both upper and lower piers of Lock 6 are built. Some excavation for the entrance channels of these locks has also been done.

The pivot pier and abutments for the swing bridge across the canal on Bridge street, Frankford, have been built and the superstructure erected. The bridge is not yet in commission.

The county of Hastings is now building a new bridge across the river at Bridge street, which it is expected will be completed about 1st September this year. The river and canal bridges will be connected by an earth embankment.

The work on this section is proceeding very slowly. No work has yet been done in connection with the excavation of the pits for Lock and Dam Nos. 4, and there is yet a large quantity of submarine rock excavation to be done. It will take a large, well-organized force, and a good equipment, to complete the work in two seasons.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross, there is a lock, a dam and two bridges.

A contract for the work was entered into with the Canadian General Development Co. Ltd., on the 24th April, 1908, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to \$181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam, Nos. 7, at Glen Ross, and the short canal above and below the lock, are finished. The bridges across the canal above the lock for the Frankford highway and the Central Ontario railway are also finished and in use. The Central Ontario railway bridge was placed in commission on the 29th April, 1909.

The whole of the work on this section is finished, with the exception of the dredging in the river, on which no work was done during the past year, as the contractors have no dredging fleet on the ground, and are waiting until they can bring one in from Lake Ontario.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of about fourteen miles. There are between Bradley bay and Campbellford, five locks, three dams, four bridges, and one and a quarter miles of concrete retaining wall for inclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson on the 22nd June, 1910, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to \$110,889.50. The principal items of work done are 29,010 cubic yards earth ; 36,620 cubic yards solid rock ; and 5,990 cubic yards concrete.

During this season, Locks 10, 11 and 12, and Dam No. 9, will be built.

A large amount of excavation will also be done, chiefly in the neighbourhood of Campbellford.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of three miles. On this section are two locks and two dams.

A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907, and the total value of work done and materials delivered up to March 31, 1911, amounted to \$433,343.52, or about 75 per cent of the value of the contract. The principal items of work done are, 90,180 cubic yards earth ; 14,437 cubic yards loose rock ; 42,600 cubic yards solid rock ; and 43,480 cubic yards concrete ; or 92 per cent of the earth, 60 per cent of the loose rock, 52 per cent of the solid rock, and 90 per cent of the concrete.

Dam No. 11 (Stephen's Rapids), Dam No. 12, and Lock No. 14 at Middle Falls, are entirely finished, and Lock 13, together with its entrance piers, is about 70 per cent finished. The channel leading from Crow bay to Lock 14 has been excavated but

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not swept. There is some excavation yet to do in the lower entrance to Lock 14, and no work has yet been done in the channel between the town of Campbellford and Lock 13. It will take three seasons to complete the excavation on this section.

Section No. 6.—This section extends from the lower end of Crow bay to one thousand feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76-foot rise between Crow bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson on the 23rd May, 1910, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to \$91,442.12, or about 17 per cent of the value of the contract. The principal items of work done are, 6,350 cubic yards earth ; 2,700 cubic yards loose rock ; 36,800 cubic yards solid rock, and 10,050 cubic yards concrete.

This season Locks 16 and 17 will be built. The dam will be completed next month, except the top part of the closed section across the river, which in all probability will not be finished until the three locks are built, as the contractors are using this part of the dam for carrying their construction tracks, &c., across the river.

Section No. 7.—This section extends from Heeley Falls to Rice lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, a new lock and dam at Hastings, a new and larger swing bridge at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge, Hastings.

A contract for work was entered into with the Randolph Macdonald Co. Ltd., on the 4th January, 1909, and the total value of work done and materials delivered upto the 31st March, 1911, amounted to \$157,300.13, or about 37 per cent of the value of the contract. The principal items of work done are, 16,330 cubic yards earth ; 13,760 cubic yards loose rock ; 19,476 cubic yards solid rock, and 9,990 cubic yards concrete.

The new lock at Hastings was finished this spring and placed in commission on the 30th March. The pivot pier and abutments for the new swing bridge at Trent Bridge have been built, and the superstructure is now in course of erection, and it is probable that it will be placed in commission at the end of this month. The new glance piers for the Grand Trunk Railway bridge at Hastings have been built. About 50 per cent of the dredging between Hastings and Rice lake has been completed, but none has been done below Hastings. The contractors are now at work on the construction of the new dam, which will be completed this season.

BURLEIGH FALLS DAM.

A contract for the new dam, a description of which was given in last year's report, was entered into with Messrs. Bishop & Buchanan on the 14th December, 1909, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to \$28,526.76, or about 50 per cent of the value of the contract.

The north half of the dam has been built with the exception of the platform across the top of the piers. The retaining wall on the south shore of the river has also been built. There are yet five sluices to build, several of which are in twenty feet of water. The work will be finished this fall unless the contractors meet with trouble in unwatering their cofferdam across the south half of the river, part of which is built.

LINDSAY SECTION.

A contract for the new lock and dam and the substructure of the Wellington street bridge was entered into with Messrs. J. Ritchie & Co. on the 20th January, 1909. A full description of these works was given in last year's report.

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The new lock was placed in commission early in July, 1910, and the whole of the works embraced in this contract were finished in September, 1910.

A final estimate for the work, amounting to \$41,105.93, was returned to the department on the 27th January, 1911.

On the 6th April, 1910, a contract was entered into with the Hamilton Bridge Works Co. Ltd. for the superstructure of the new bridge at Wellington street, Lindsay. This is a Strauss Trunnion Bascule highway bridge, with a 16-foot roadway, and a 4-foot sidewalk on each side of the roadway. It embraces a 73-foot deck plate girder movable span, which is operated by hand power, and electricity. It was placed in commission for vehicular traffic on the 27th April, 1911, but it is not fully finished, as it was yet to be painted and some minor adjustments made.

The electrical equipment was supplied by the Canadian General Electric Co. under a contract dated 1st June, 1910. The bridge is operated by an A.C. motor, having a capacity of not less than 22 h.p. continuous rating at approximately 650 R.P.M. In calm weather, the bridge requires 7 k.w., or 9.4 electrical h.p. to operate it in either direction; and, skilfully handled, 61 seconds represents the time for fully opening or fully closing the bridge. The electrical equipment has not yet been taken off the contractors' hands, as some minor changes and adjustments have yet to be made on it.

The electrical supply is alternating current 1040 volts, 3 phase, 60 cycle, supplied by The Light, Heat & Power Co., Lindsay, under a ten-year contract, dated 6th December, 1910. For operation, the potential is reduced to approximately 440 volts by transformers installed under the bridge cabin.

The Wellington street bridge, Lindsay, is the first bascule bridge in operation in Canada. There are five other 'Strauss' Bascule bridges under construction in this country, together with two of another type.

ROSEDALE SECTION.

The work on this section consists of a canal across the narrow peninsula between Cameron and Balsam lakes, a dock, dam, and dredging in the Gull river, between its confluence with the canal and deep water in Balsam lake. The work is being executed to the same dimensions as the Ontario-Rice Lake division of the canal.

A contract for the construction of this section was entered into with the Randolph Macdonald Co. Ltd., on the 24th February, 1908, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to \$222,036.85, or about 80 per cent of the value of the contract. The principal items of work done are, 217,000 cubic yards earth; 4,780 cubic yards loose rock; 19,000 cubic yards solid rock, and 9,100 cubic yards concrete; or 90 per cent of the earth, 90 per cent of the loose rock, 56 per cent of the solid rock, and all the concrete work.

The lock was finished and the gates hung early last spring, and the canal above it was sufficiently completed to enable the structure on the 21st May, 1910 to be put in commission, when the old wooden lock at this point was closed.

During the past summer, the new dam was built and put in commission on the 28th November, 1910, when part of the old dam, 1,500 feet further down the river, was removed in order to allow the intervening river stretch to run off to approximately the level of Cameron lake.

All work on this section is finished with the exception of some trimming and sodding along the canal and river banks, and part of the earth and solid rock excavation, all of which should be finally completed early this fall, when the contractors will move their dredging fleet down to Section 7, Ontario-Rice Lake division, for which they have the contract.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe, to Holland Landing on the east branch of the Holland river.

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a distance of eight and one-half miles. Section No. 2 extends from Holland Landing to Newmarket, a distance of four and one-third miles. The whole of Section 1 is on the Lake Simcoe level, and the total rise between Holland landing and Newmarket is 43 feet, which will be overcome by three locks.

Section No. 1.—A contract for construction of this section, chiefly dredging, was entered into with the Lake Simcoe Dredging Co. on August 30, 1906. They abandoned the work in the fall of 1907, and it was taken out of their hands in May, 1908. The section has not been re-let.

Section No. 2.—A contract for the construction of this section, which consists of three locks, three dams, four highway bridges, one dock and a long quantity of earth excavation, stone protection lining, &c., was entered into with Mr. John Riley on the 12th of February, 1908, and assigned by him to Messrs. Russell, Dill & Lothian on the 19th February, 1908, and by them to the York Construction Co. Ltd., on the 3rd April, 1908, who are carrying on the work.

The total value of the work done and materials delivered up to the 31st March, 1911, amounted to \$339,636.82, or about 60 per cent of the value of the contract. The principal items of work done are 589,000 cubic yards earth, and 18,690 cubic yards concrete. Lock and Dam Nos. 3, and Green Lane bridge are finished. Sixty per cent of Lock and Dam Nos. 2 is built, and the excavation for the pit of Lock and Dam Nos. 1 is almost out. The Newmarket dock is one-half built, and about 70 per cent of the excavation of the section has been taken out.

It is the intention of the contractors to fully complete this season the construction of Locks and Dams Nos. 1 and 2, and the principal part of the balance of the excavation.

QUEENSVILLE ROAD BRIDGE.

This bridge crosses the east branch of the Holland river about two miles north of Bradford Road, Holland Landing. The structure was fully completed in June, 1908, and has been in commission since August, 1907.

WATER SUPPLY.

A very complete survey of the valley between Newmarket and Aurora has been made for the purpose of determining the location and size of the reservoir dams required for supplying the canal with water between Newmarket and Holland Landing. Plans for this purpose are being prepared. In June, 1909, concrete measuring weirs were built on the river south of Newmarket, since which date tri-weekly readings, and oftener during rainy weather, have been taken for the purpose of accurately and positively determining the run-off of the valley.

BRIDGES.

A contract was entered into with the Hamilton Bridge Works Co. Ltd. on the 10th October, 1908, for the manufacture of six highway swing bridges and one railway swing bridge.

The highway swing bridges at Glen Miller, Frankford, Glen Ross and Green Lane are finished and in commission, except the one at Frankford. The swing span for the Central Ontario railway at Glen Ross has also been finished and placed in commission. The highway spans for Yonge street, Holland Landing, and Second Concession road, section 2, Holland River division, are fabricated and stored in the company's yards at Hamilton, ready for shipping. It is probable these two bridges will be erected this season.

On the 6th April, 1910, a contract was entered into with the Hamilton Bridge Works Co. Ltd., for the manufacture and erection of a Strauss Trunnion Bascule highway bridge on Wellington street, Lindsay, a description, &c., of which has been previously given under the heading 'Lindsay Section.'

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On October 24, 1910, a contract was entered into with the Cleveland Bridge & Engineering Co., Ltd., for the manufacture and erection of draw bridges at Heeley Falls, and Trent Bridge, Ontario-Rice Lake division. The superstructure for the Trent bridge is now in course of erection, and it is expected that the bridge will be ready for traffic by the end of the current month. The steel for Heeley Falls bridge is being fabricated, and will be delivered on the ground some time during the summer.

VALVES FOR LOCKS.

Wagon valves.—A contract for the manufacture and erection of the wagon valves required for the filling culverts of the new locks and regulating sluices of the canal was entered into with the Dominion Bridge Company, Limited, on October 5, 1908, since which date the valves for Locks 1, 2, 3, 6, 7, 14 and 18 of the Ontario-Rice Lake division, and those for the Rosedale lock, have been installed. The valve frames for several of the other locks have also been delivered on the ground. All the metal for the remaining valves and valve frames is fabricated, and stored in the Dominion Bridge Company's yards, Montreal, ready for shipping. A description of, and tests made on, these valves was given in last year's report.

Cylindrical valves.—On April 6, 1911, a contract was entered into with the William Hamilton Co., Ltd., for the supply and erection of cylindrical valves for eight locks 11 and 12 (Ranney Falls) and 16 and 17 (Heeley Falls), Ontario-Rice Lake division. These valves are now being manufactured, and will be installed as soon as the locks are built.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on May 7, 1909, for the supply and delivery of operating machines, anchorage fittings, and pivots, required for the lock gates of the new locks along the canal. These machines, &c., are being manufactured by the William Hamilton Co., Peterborough.

The operating machines, anchorage fittings and pivots for the Rosedale and Lindsay locks, and locks 1, 2, 3, 5, 6, 7, 14 and 18, Ontario-Rice Lake division have been installed; and all the material for the remaining locks of this division, and also for the locks of the Holland River division, have been delivered on the ground.

EMERGENCY STOPLOG APPARATUS FOR HEAD OF LOCKS.

On the 5th of April, 1911, a contract was entered into with the Dominion Bridge Company, Limited, for the supply, delivery and erection of seven sets of emergency steel stoplogs and bridges for the heads of locks. The emergency steel stoplogs and bridges are designed to be operated by hand power throughout, and to control the flow of water through the canal prism, and locks from an upper level, where a long river reach or lake exists, to a lower level in the event of the sudden removal, accidental or otherwise, of lock gates, &c. They will be placed at the heads of Locks 6, 7, 12, 14, 17 and 18, Ontario-Rice Lake division and also at the Rosedale lock. The steel gains for these logs have already been erected in several of the locks and the William Hamilton Co., under a contract dated the 13th of April, 1911, are now manufacturing the balance of the steel gains required.

GENERAL.

Cement.—About 110,449 barrels of Portland cement were used on the canal during the past year. It was supplied and delivered by the Canada Cement Co. under a contract dated 15th March, 1910.

The cement for this season, 1911-12, will be supplied by the Alfred Rogers, Limited, who have entered into a contract, dated the 25th April, 1911, for the supply and delivery of 79,000 barrels, and by the Canada Cement Co. who have been awarded a contract for the supply and delivery of 73,000 barrels.

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Lock Gates.—The lock gates for the Hastings lock were built at Hastings by Mr. James Hadcock, who had immediate charge of the work and carried it out in a first class and workmanlike manner. The gates are of the solid timber type and are built of B.C. fir which was supplied by Messrs. Mason, Gordon & Co., Montreal. other seventeen locks of the Ontario-Rice Lake division. and the metal work was fabricated and delivered by the William Hamilton Co., Peterborough.

Plans and specifications are in course of preparation for the lockgates of the other seventeen locks of the Ontario-Rice Lake division.

Lake Surveys.—No charts of the chain of lakes which form part of the Trent navigation have ever been made, and with the object of making a complete and reliable set of charts for these inland waters, hydrographic surveys of the lakes were begun three years ago, which have since been intermittently carried on. Only a very small amount of work in connection with these surveys was done during the past winter, but it is the intention to continue the work on a small scale during the present season.

I am, sir,

Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TRENT CANAL.

SUPERINTENDENT'S OFFICE,
PETERBOROUGH, 14th Sept., 1911.

SIR,—I have the honour to submit herewith my Annual Report of the Maintenance and Operation of the Trent canal for the fiscal year from April 1st, 1910, to March 31st, 1911.

The extent of the canal completed is the same as last year, namely, one hundred and sixty miles.

Navigation opened and closed on the different stretches as follows:—

Division extending from:—	Opened.	Closed.
Lake Simcoe to Fenelon Falls	April 24th	November 1st
Fenelon Falls to Lakefield	April 2nd	November 26th
Lakefield to Peterborough	April 13th	November 4th
Peterborough to Healey's Falls	April 2nd	November 26th

HEALEY'S FALLS TO BOBCAYCON.

The following work was performed during the year on this division:—

Pengelley's Landing.—A splendid new dock was built at Pengelley's landing, Rice lake, at the cost of \$5,000.

Wallace Point Swing Bridge.—A new concrete rest pier and a pivot pier were built at this point.

Otonabee River.—The dredge 'Little Lake' was kept in operation during the greater portion of the season at 'Yankee Bonnet' in the Otonabee river. There has been a great improvement to navigation at this point by reason of the work that was done last year.

Whitfield's Landing.—A new dock, 66 feet in length and 30 feet in width, was built at Whitfield's landing on the Otonabee river.

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Mark Street Wharf, Peterborough.—A new wharf was built at the foot of Mark street in the city of Peterborough. This is a crib wharf, filled with stone and gravel, being 200 feet in length and 50 feet in width.

Peterborough Hydraulic Lift Lock.—Considerable work was required on the banks of the hydraulic lift lock at Peterborough. There was evidence of some leakage, and it was necessary to extend the core-walls. A portion of the banks was resodded.

Warsaw Road.—About 500 yards of riprapping was done to the canal banks between Warsaw road and the Peterborough hydraulic lift lock.

Lakefield.—Eight new lock-gate valves were installed at the Lakefield lock. An addition of 200 feet was built to the original concrete dock at Lakefield. Lakefield has now the best dockage facilities of any town along the line of the Trent canal.

Lakefield to Young's Point.—A considerable amount of dredging was done between Lakefield and Young's Point, and has proved of great benefit to navigation.

Young's Point.—A considerable amount of work was required on the dam at this point. New stop-log checks were built, and a complete set of new stop-logs was placed in the dam.

Juniper Island.—An addition of 60 feet was built to the original dock at Juniper Island, Stoney lake. ..

Burleigh Falls.—General repairs were made to the old dam at Burleigh Falls. These will be sufficient to keep the dam in condition until the new concrete dam, which is in course of construction, is finished.

Buckhorn.—A new lockhouse for the lockmaster was built at this point.

Gannon's Narrows.—A new bridgetender's shelter was built at Gannon's Narrows.

Bobcaygeon.—New arms were placed on the lockgates at Bobcaygeon locks.

Painting.—The steel work of the Peterborough hydraulic lift lock was repainted, as well as the lockmaster's houses between Peterborough and Lakefield, and the lockmaster's house at Lovesick. Considerable painting was also done to the fences and lockgates between Peterborough and Lakefield.

Booms and Slides.—Considerable repair work was done to the booms and slides on this division. The slide at No. 5 dam, on the Peterborough-Lakefield section, was lengthened about 60 feet, and sheeted with steel. It is now in first-class condition.

Plant.—The entire plant was kept in good repair. The tug *J. B. McColl* was practically rebuilt, and is now in better condition than it has been for many years.

A new scow (*No. 15*), 76 feet in length, with an 18-foot beam, was built.

Bridges.—The bridges across the canal at Hastings, Peterborough locks, Warsaw road, and Lakefield were all replanked.

BOBCAYGEON TO BALSAM LAKE.

The following work on the division extending from Bobcaygeon to Balsam lake was carried on during the year:—

Scugog River.—The south Lindsay Street bridge was replanked and repainted, and new entrance piers to the bridge were built. Forty new buoys were placed in the river, defining the navigation channel. The lighthouses, fourteen in number, were repainted.

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Fenelon Falls.—The work on dredging the upper entrance to the Fenelon Falls lock was completed and a turning basin was dredged just below the railroad bridge. A new landing pier above the lock, 130 feet in length, was built. The storehouse, office and bridge were painted, and the bridge was replanked. The lighthouse at the entrance to Fenelon Falls lock was repainted, as were also the buoys just above the entrance to the lock in Cameron lake.

Rosedale.—We took over from the Construction Department the new lock at this point on June 22, 1910.

BALSAM LAKE TO LAKE SIMCOE.

The following work on the division extending from Balsam lake to Lake Simcoe, a distance of 18 miles, was carried on during the year:—

Locks.—Considerable dredging was done just below the Kirkfield hydraulic lift lock. The channel was deepened through rock to a depth of nine feet.

Kirkfield.—A new lighting system was installed at the Kirkfield hydraulic lift lock. The dynamo is a 25 h.p., 250 volts, and the switchboard is a B.V.M. panel 80-in. x 24-in. by 2-in., of 200 amp., 250 volts. The system includes 14 arc lamps, 600 c.p., which light the banks of the canal leading to the lock on both the upper and lower reaches. The chambers and walks are lighted with incandescent lamps, as are also the powerhouse and office.

Riprapping.—About 2,500 lineal feet of riprapping was done below Locks Nos. 1 and 2.

Fencing.—On the north and south sides of the canal between concessions 8 and 9 of the township of Carden, and also on the north side of the canal between concessions 7 and 8 of the same township, the Trent Canal Reserve lands were properly fenced.

Painting.—The lockhouses, lock gates and bridges of this division were painted.

Navigation channel.—A great amount of work was done during the year in removing the floating logs and other debris that constantly floats into the navigation channel. There is a very large flooded reach on this division which contains a great amount of timber which has fallen, and which it would take some years yet to finally remove.

Beaverton harbour.—The lighthouse at the entrance of the harbour on Lake Simcoe was repaired and painted. Extra buoys were placed to show the proper entrance to the harbour, which had an average depth of water during the season of 9½ feet.

Reservoir waters.—There is in connection with the Trent canal what are known as 'Reservoir waters,' which consist of numerous rivers and streams not on the route of, but tributary to, the canal. Dams have been built at the outlet of many of the lakes on these streams, and the water is conserved until such times in the dry summer and fall season as it may be required for navigation and power purposes. Considerable work was done on these waters during the past year, as the following will show:—

GULL RIVER.

Horseshoe Lake dam.—The dam at this point, which was commenced last year, was completed, by putting on a reinforced concrete platform and winches for operating the stop logs.

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Hawk Lake dam.—This dam was raised 4 feet 10 inches, giving us now a head of water of 16 feet 10 inches. Two buttress piers were built at the back of the dam for the purpose of strengthening it.

Redstone lake.—A splendid new concrete dam, 175 feet in length and 17 feet in height, was built at Redstone lake. Several other smaller dams also of concrete were built at various outlets to Redstone. The old dams at these points were of timber. We also raised the main dam on Redstone lake, giving us an additional height of water of five feet. Considering the fact that Redstone lake has an area of 3,500 acres, it is apparent that it is very valuable as a reservoir.

Trout lake.—The dam at this point was repaired and gravelled.

Hall's lake.—The slide in the dam at Hall's lake was repaired.

Workman's dam.—A new top was put on the piers, a new platform placed on the dam, and new stoplog posts were provided.

Elliott's Falls.—The slide at Elliott's Falls dam was repaired, and a new boom, 100 feet in length, was placed in position.

BURNT RIVER.

Contain's Lake dam.—This dam is in the township of Glamorgan. We have rebuilt it.

Bark Lake dam.—A new timber dam, 138 feet in length, was built at this point. We also built a side-dam at Bark lake, 93 feet in length and 11 feet in height.

UNION CREEK WATERS.

The channel in Union creek was considerably deepened.

DEER BAY CREEK WATERS.

Turtle Lake dam.—Turtle lake is a reservoir lake on Deer Bay Creek waters. A new dam was built here, 110 feet in length and 16 feet in height.

Bass Lake dam.—A new dam was built at the outlet of this lake, and is 100 feet in length, and 16 feet in height.

JACK'S CREEK WATERS.

Jack's Lake dam.—Jack's lake is a reservoir lake at the head of Jack's creek. It has an area of 4,198 acres. We built a splendid new concrete dam at the outlet of this lake, 600 feet in length with an average height of 6 feet. This has proved of splendid assistance to us in conserving the waters in that watershed.

The water was kept at a steady and uniform height throughout the entire year, and there were no complaints from navigation interests, the lumbermen, or power companies.

I am, sir,

Your obedient servant,

J. H. McOLELLAN,
Superintendent.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PART VII

CANALS

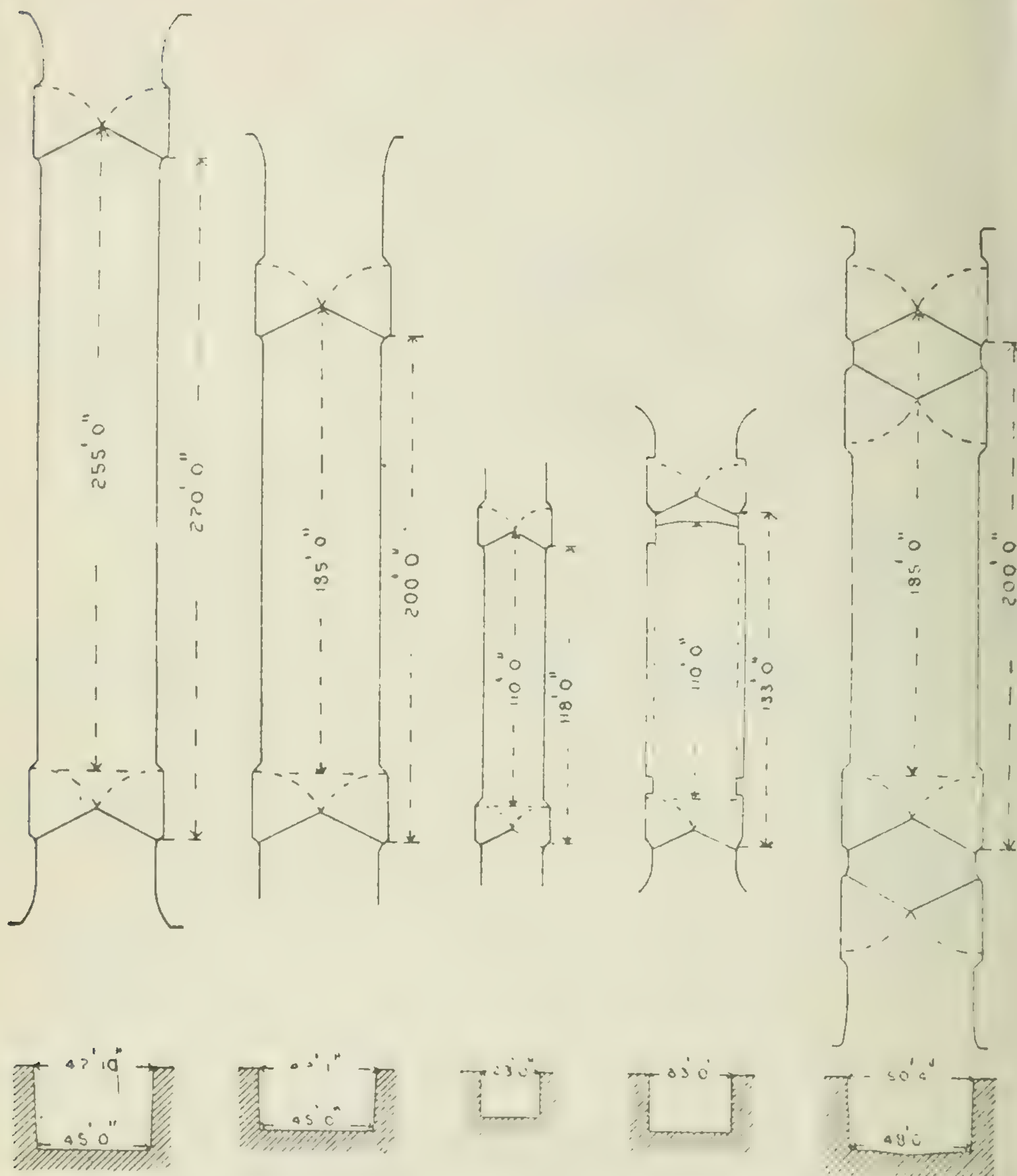
Diagrams showing dimensions of smallest lock on each canal, &c.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

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Plans and Sections showing Dimensions of the Smallest Lock on each



Lachine

St Anne,
St Ours,
Carillon,
& Grenville

Chambly

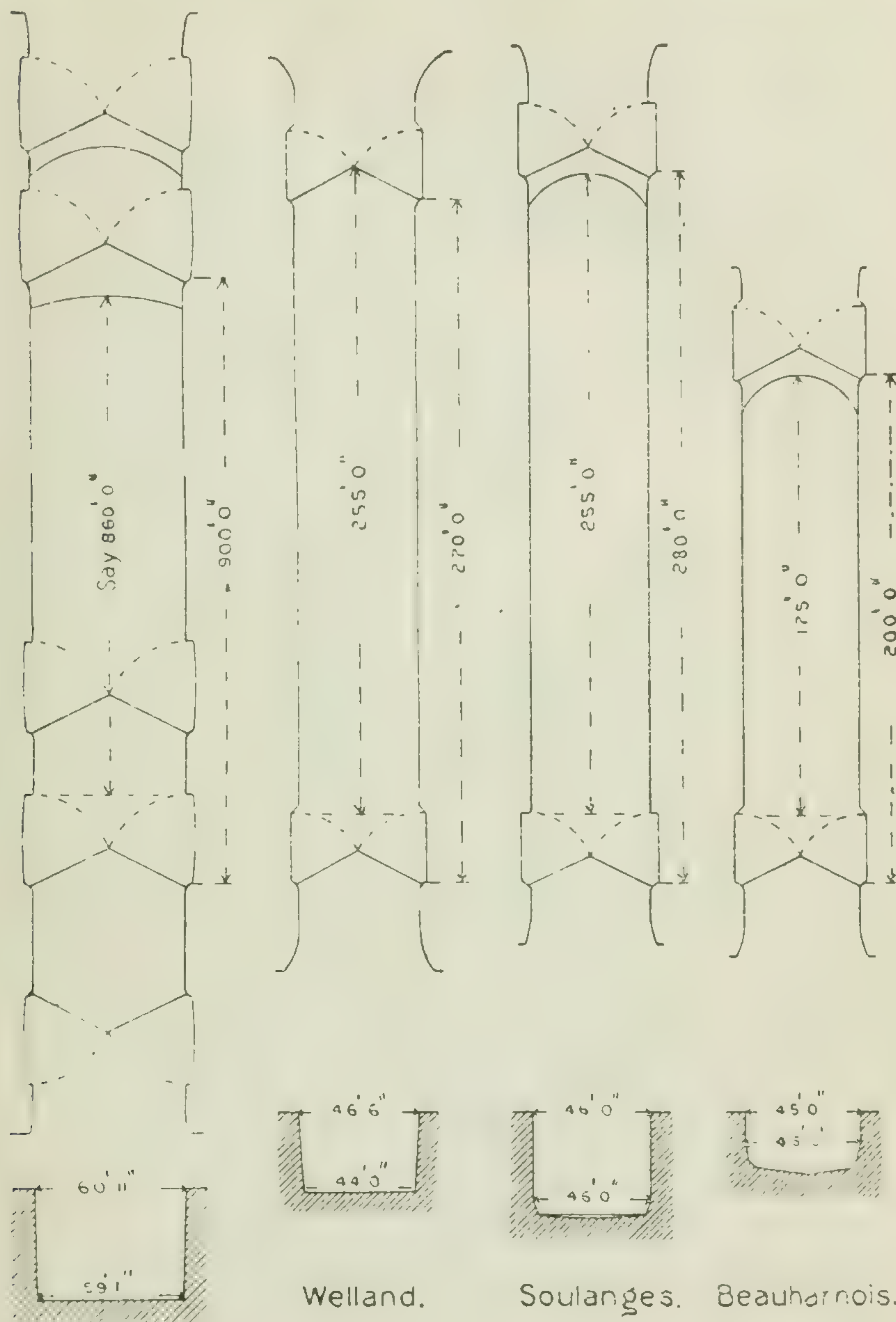
Rideau

St Peter's

There are no locks on the through route between Lake Superior and

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of the Canadian Canal System except the Trent Canal, which is uncompleted.



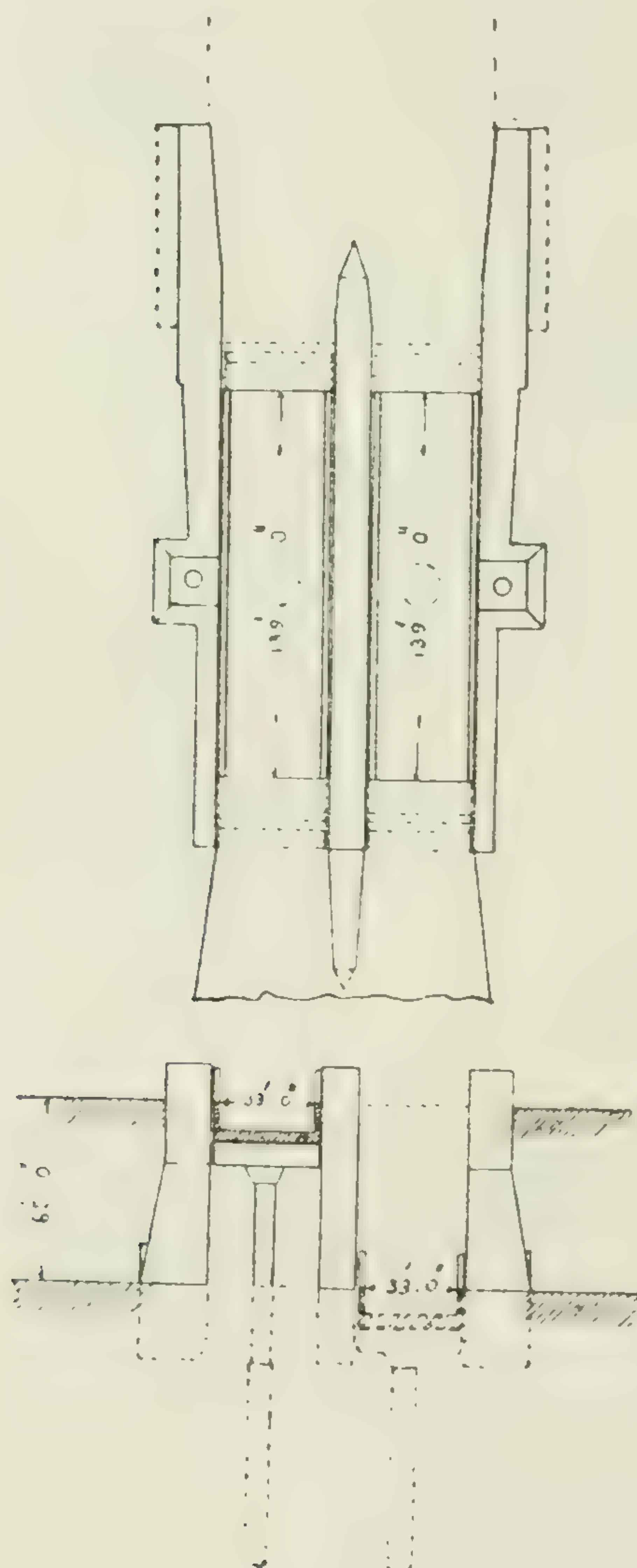
Sault Ste Marie.

Montreal of less dimension than those of the Welland Canal Locks.

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TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift



CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal..	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal..	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall canal..	11
River St. Lawrence	5
4. Farran's Point canal..	1¼
River St. Lawrence	10
5. Rapide Plat canal..	3⅔
River St. Lawrence	4
6. Galops canal	7½
River St. Lawrence and Lake Ontario	236
7. Welland canal	26¼
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal..	1¼
Lake Superior to Port Arthur or to Fort William	273
<hr/>	
Total	1,230¼
To Duluth	1,354
Chicago	1,286

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	½
4. Richelieu river, St. Ours lock, to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
<hr/>	
Total	127¼

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
2. Lake St. Louis	15
St. Anne's lock at outlet of Ottawa river	½
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	½
Ottawa river	6
4. Grenville canal	5¾
Ottawa river to Ottawa	56
<hr/>	
Total	119¾

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Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal	126½

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

- 1. Trent canal,—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,233 statute miles. The distance to Duluth is 2,357 miles. The distance to Chicago, 2,289 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the Department of Marine and Fisheries. The channel has a depth of 30 feet at extreme low water, and a minimum width of 450 feet, extending to 600 feet at points of curvature. The channel is lighted and buoyed. A 35 foot deep channel was commenced in 1907.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where the tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary.

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Improvements of the United States channels in St. Mary's river through Hay lake, east of the Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks.. . . .	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills, at two locks	18 “
Depth of water on sills, at three locks.. . . .	14 “
Average width of new canal	150 “

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal.. . . .	14 statute miles
Number of locks—	
Lift.. . . .	4
Guard.. . . .	1
Dimensions of locks.. . . .	280 feet by 45 feet.
Total rise or lockage.. . . .	84 feet.
Depth of water on sills.. . . .	15 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

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CORNWALL CANAL.

Length of canal.. . . .	11 statute miles.
Number of locks.. . . .	6
Dimensions of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	48 feet.
Depth of water on sills.. . . .	14 "
Breadth of canal at bottom.. . . .	100 "
Breadth of canal at water surface.. . . .	164 "

The old lift locks, 200 feet by 50 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 33 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal.. . . .	1½ mile.
Number of locks.. . . .	1
New lock.. . . .	800 feet by 50 feet.
Old lock.. . . .	200 " 45 "
Total rise or lockage.. . . .	3½ feet.
Depth of water on sills of new lock.. . . .	14 "
Depth of water on sills of old lock.. . . .	9 "
Breadth of canal at bottom.. . . .	90 "
Breadth of canal at water surface.. . . .	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal.. . . .	3¼ miles.
Number of locks.. . . .	2
Dimensions of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	11½ feet.
Depth of water on sills.. . . .	14 "
Breadth of canal at bottom.. . . .	80 "
Breadth of canal at water surface.. . . .	152 "

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

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GALOPS CANAL.

Length of canal..	7½ miles.
Number of locks..	3
Dimensions of locks, one of which is a guard-lock..	1-800 by 50. 1-270 by 45. 1-303 by 45.
Total rise or lockage..	15½ feet.
Depth of water on sills..	14 "
Breadth of canal at bottom..	80 "
Breadth of canal at surface of water..	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers..	5½ miles.
Breadth at bottom..	80 feet.
Breadth at water surface..	120 "
Depth below lowest known lake level..	11 "
Number of locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)		1
Number of locks. { guard	1	1
{ lift	26	25
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45 270 feet x 45 feet.	
Total rise or lockage..	326¾ feet.	326¾ feet.
Depth of water on sills	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal --	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

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GRAND RIVER FEEDER.

Length of canal..	21 miles.
Number of locks..	2
Dimensions of locks..	{ 1 of 150 by 26½ ft. 1 of 200 by 45 ft.
Total rise or lockage..	
Depth of water on sills..	7 to 8 feet.
	9 feet.

PORT MAITLAND BRANCH.

Length of canal..	1¾ miles.
Number of locks..	1
Dimensions of locks..	185 feet by 45 feet.
Depth of water on sills..	7½ feet.
Total rise or lockage..	7 to 8 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers..	1⅓ miles or 7,472 feet
Number of locks..	1
Dimension of locks..	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level..	19 feet 3 inches.
Total rise or lockage (mean)..	19 feet.
Breadth of canal at bottom..	141 feet 8 inches.
Breadth at surface of water..	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals. to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's Lock. Carillon Canal. Grenville Canal.

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RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock.	15	23½
Ste. Anne's Lock and piers.	½	23½
Ste Anne's Lock to Carillon Canal.	27	50½
The Carillon Canal.	3	51½
From Carillon to Grenville Canal.	6½	57½
The Grenville Canal	5½	63½
From the Grenville Canal to entrance of Rideau Navigation.	56	119½
Rideau Navigation ending at Kingston.	126½	245½

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal.	⅛ mile.	⅛ mile.
Number of locks.	1	1
Dimensions of locks.	200 x 45 feet.	190 x 45 feet.
Total rise of lockage.	3 feet.	3 feet.
Depth on sills.	9 “	6 “

This work, with guide piers above and below, surmounts the St. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal.	¾ mile.
Number of locks.	2
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	16 feet.
Depth of water on sills.	9 “
Breadth of canal at bottom.	100 “
Breadth of canal at water surface.	110 “

This canal overcomes the Carillon rapids. .

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the Lake of Two Mountains and River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

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GRENVILLE CANAL.

Length of canal.	5½ miles.
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	43½ feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	40 to 50 feet.
Breadth of canal at surface of water.	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigation.	126½ miles.
Number of locks from Ottawa to Kingston.	{ 33 ascending. 14 descending.
Total lockage. 457½	{ 292½ rise and/ 165½ fall. }
Dimensions of locks.	134 x 33 feet.
Depth of water on sills.	5 feet.
Navigation depth through the several reaches.	5 feet.
Breadth of canal reaches at bottom.	{ 54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water.	80 feet in earth

PERTH BRANCH.

Length of canal.	7 miles
Number of locks.	2
Dimensions of locks.	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills.	5 " 6 inches
Length of dam.	200 "
Breadth of canal at surface of water	80 "
Breadth of canal at bottom.	{ 40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz:—

- 1. The summit level, supplied by the Wolf lake system.
- 2. The eastern descending level to Ottawa, supplied by the River Tye system, discharging into Lake Rideau.
- 3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

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Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:--

Sections of Navigation.	Interme diate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{2}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal.. . . .	12 miles.
Number of locks.. . . .	9
Dimensions of locks—	
Guard lock No. 1 at St. Johns.. . . .	122 feet
Lift lock No. 2.. . . .	124 “
Lift locks Nos. 3, 4, 5, 6.. . . .	118 “
Lifts locks Nos. 7, 8, 9, combined.. . . .	125 “
Total rise or lockage.. . . .	74 ”
Depth of water on sills.. . . .	6½ “
Breadth of canal at bottom.. . . .	36 “
Breadth of canal at surface of water.. . . .	60 “

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term ‘Trent canal’ is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of 180 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young’s Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young’s Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rose-dale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

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For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinte, to Rice lake, 66.00 miles.

The all-river route from Trenton, on the Bay of Quinte, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 57 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 30.00 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings is a masonry lock and timber dam which maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 26 miles.

At Peterborough, 87 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 11.00 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 97 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to Balsam lake—64 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being 36 miles, not included in the total of 64 miles, above mentioned. A new lock and dam at Lindsay on this branch has recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

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At Burleigh, a masonry lock of two lifts and timber dam maintains navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam is under construction at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about $16\frac{1}{2}$ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 135 miles from Trenton.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about $14\frac{1}{2}$ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosdale, a distance of about $3\frac{1}{2}$ miles to a new concrete lock of the same dimensions as those of the Ontario-Rice Lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 165 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe--19 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50.44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 178 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

HOLLAND RIVER DIVISION

Or Holland River Improvement, is a branch extending southwards from Lake Simcoe to Newmarket—12.3 miles.

Under construction to furnish 6 feet navigation.

Superintending engineer's report covers progress of construction.

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The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

				Length be- tween Hol'ow Quoins.	Width.	Depth on Sill.	Lift.
				Ft.	Ft.	Ft.	Ft.
1	Lock	at Hastings	.....	175	33	8 4 in.	9
1	"	at Peterborough	.....	134	33	6	9
1	"	No. 6, Peterborough—Lakefield Division	.....	142	33	6	12
1	"	at Peterborough, hydraulic lift lock No. 1	.....	140	33	6	65
1	"	No. 5, Peterborough—Lakefield Division	.....	142	33	6	14
1	"	No. 4, " " " "	.....	142	33	6	12
1	"	No. 3, " " " "	.....	142	33	6	12
1	"	No. 2, " " " "	.....	142	33	6	10
1	"	No. 1, " " " "	.....	142	33	6	16
1	"	at Young's Point	.....	134	33	6	6
2	"	at Burleigh, each 11½ feet	Upper Lower	134 150	33	6	23
1	"	at Lovesick	.....	134	33	6	4
1	"	at Buckhorn	.....	134	33	6	9
1	"	at Bobcaygeon	.....	134	33	6	7
2	"	at Fenelon Falls, each 12 feet	Upper Lower	134 150	23	6	24
1	"	at Rosedale	.....	175	33	8 4 in.	4
1	"	at Kirkfield, hydraulic lift lock No. 2	.....	140	33	6	50 44
1	"	No. 1, Simcoe—Balsam Lake Division	.....	142	33	6	21
1	"	No. 2, " " " "	.....	142	33	6	14
1	"	No. 3, " " " "	.....	142	33	6	14
1	"	No. 4, " " " "	.....	142	33	6	14
1	"	No. 5, " " " "	.....	142	33	6	11
24							
1	"	at Lindsay, Scugog Branch	.....	142	33	6	6 5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	.....	About 2,400 feet.
Breadth at water line	.....	55 feet.
Lock	.....	1 tidal lock, 4 pairs of gates.
Dimensions	.....	200 feet by 48 feet.
Depth of water on sills	.....	18 feet at lowest water.
Depth through canal	.....	19 feet.
Extreme rise and fall of tide in St. Peter's bay	4 "	

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

PART VIII. MISCELLANEOUS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers yearly since July 1, 1876.
Earnings, passenger, freight, mails and sundries yearly since July 1, 1876.
Earnings, yearly since July 1, 1876.
Local and through freight, yearly since July 1, 1876.
Local and through passengers, yearly since July 1, 1876.
Coal carried from Nova Scotia collieries, yearly since July 1, 1876.
Grain carried for shipment, yearly since July 1, 1876.
Flour and meal carried, yearly since July 1, 1876.
Grain carried, yearly since July 1, 1876.
Lumber carried, yearly since July 1, 1876.
Live stock carried, yearly since July 1, 1876.
Raw and refined sugar carried yearly, since July 1, 1876.
Fresh and salt fish carried, yearly since July 1, 1876.
Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
Statement showing total cost of construction and enlargement from Lachine to Ottawa.
Statement showing total cost of construction and enlargement from Ottawa to Kingston.
Statement showing total cost of construction and enlargement from St. Johns to Sorel.
Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
Dates of opening and closing of canals for the season of 1910.
Freight traffic in 1909 and 1910.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1911, was 1,455.63 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis..	827
“ “ St. John, via Lévis..	740
“ “ Sydney, via Lévis..	990
“ “ North Sydney, via Lévis..	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro..	61.87
Dartmouth Branch..	12.00
Truro to Moncton..	123.77
Moncton to St. John..	89.31
Pointe du Chêne Branch..	11.98
Moncton to Campbellton..	185.37
Campbellton to Ste. Flavie..	105.03
Indiantown Branch..	21.95
Ste. Flavie to Rivière du Loup..	83.29
Rivière Ouelle Branch..	6.19
Rivière du Loup to Pointe Lévis..	115.55
Hadlow to Chaudière Curve..	5.63
Chaudière to Ste. Rosalie..	115.53
St. Charles Junction to Chaudière Junction..	16.73
Nicolet Branch..	14.70
Dalhousie Branch..	6.28
Pictou to Oxford Junction..	69.39
Brown's Point to Stellarton..	11.90
Junction near New Glasgow to Pictou Landing..	8.18
Pugwash Junction to Pugwash..	4.54
Truro to Mulgrave..	122.30
Mulgrave to Point Tupper (Ferry)..	0.80
Point Tupper to Sydney..	91.17
North Sydney Junction to Sydney Mines..	7.07
Fredericton to Loggieville..	124.80
	<hr/>
	1,415.33

LEASED.

Length of main line from Pointe Lévis to Hadlow..	1.48	
Chaudière Curve to Chaudière..	1.19	
Ste. Rosalie Junction to Montreal..	37.63	40.30
		<hr/>
Total miles..		1,455.63

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FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax.. . . .	0.85
Halifax Cotton Factory.. . . .	2.10
Dartmouth Station to end of line.. . . .	2.12
Sydney Station to wharf.. . . .	1.06
North Sydney Station to wharf.. . . .	0.82
Switch near Pictou landing to coal wharf.. . . .	0.75
Pictou Station to wharf.. . . .	0.15
Pictou Station to Copper Crown Smelter.. . . .	0.72
Logan's Tannery siding.. . . .	0.48
Pugwash Station to wharf.. . . .	0.07
Sackville Wharf Branch.. . . .	0.47
Dorchester Wharf Branch.. . . .	1.00
Moncton Wharf Branch.. . . .	1.00
Courtney Bay Branch.. . . .	2.39
St. John water front extension.. . . .	0.44
St. John Station to Deep Water Wharf.. . . .	0.28
Newcastle Wharf Branch.. . . .	1.75
Dalhousie Station to wharf.. . . .	0.50
Campbellton Wharf Branch.. . . .	0.43
Rimouski Wharf Branch.. . . .	2.00
Trois Pistoles Spur.. . . .	2.38
Rivière du Loup Wharf Branch.. . . .	1.35
St. Pacôme Spur.. . . .	1.27
Nicolet Station to wharf.. . . .	2.08
Carmel Branch, main line to village.. . . .	1.05
Fort Lawrence Spur.. . . .	1.18
Wallace Spur.. . . .	2.00
Petit Rocher Spur to wharf.. . . .	1.35
	35.04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish.. . . .	166
Mount Stewart to Georgetown.. . . .	24
Charlottetown to Royalty Junction.. . . .	5
Emerald Junction to Cape Traverse.. . . .	13
Alberton to Casumpee wharf.. . . .	1
Charlottetown to Murray Harbour.. . . .	52.3
Montague Junction to Montague.. . . .	6.2
	267.5

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INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight, and number of passengers carried each year from July 1, 1876, to March 31, 1911.

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,301	5,460,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664,149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 81		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	1,447-13	9,328,021 55	8,527,069 46		800,952 09	3,573,972	2,907,237
1909-10	1,447-13	8,645,070 33	9,268,234 99	623,164 66		3,927,240	3,122,324
1910-11	1,455-63	9,595,976 79	9,863,783 40	267,806 61		4,101,400	3,232,895

†The year 1906-7 was nine months only: the Canadian fiscal year having been changed to close on March 31, instead of June 30.

‡The railway was remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1876-7.....	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877-8.....	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-9.....	714	451,893	29	752,490	85	88,715	55	1,294,009	69
1879-80.....	829	490,338	66	915,486	50	100,473	32	1,506,298	48
1880-1.....	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881-2.....	840	651,299	74	1,303,496	00	124,470	72	2,079,262	66
1882-3.....	840	741,992	72	1,487,601	98	141,326	49	2,879,910	10
1883-4.....	887	775,784	77	1,461,390	37	147,240	78	2,383,414	92
1884-5.....	941	747,285	13	1,542,052	10	151,566	35	2,441,203	66
1885-6.....	946	765,900	03	1,523,487	72	160,706	13	2,450,093	88
1886-7.....	977	828,328	28	1,677,971	59	153,817	06	2,660,116	93
1887-8.....	971	844,448	07	1,932,877	85	166,010	13	2,983,336	95
1888-9.....	971	906,246	77	1,909,094	44	152,460	09	2,967,801	00
1889-90.....	971	895,094	53	1,964,646	86	152,998	48	3,012,739	87
1890-1.....	1,094	962,316	88	1,853,629	88	160,448	62	2,977,395	38
1891-2.....	1,142	961,427	94	1,803,529	03	180,485	00	2,946,441	97
1892-3.....	1,142	1,002,912	74	1,868,853	84	184,468	80	3,065,499	09
1893-4.....	1,142	958,915	13	1,834,126	34	193,762	51	2,987,502	27
1894-5.....	1,142	963,914	44	1,782,608	54	194,194	97	2,940,717	95
1895-6.....	1,142	971,426	26	1,788,813	18	197,400	66	2,957,640	10
1896-7.....	1,145	979,005	57	1,687,050	42	199,472	03	2,866,028	02
1897-8 ..	1,201	1,053,864	64	1,857,740	06	206,065	15	3,117,669	85
1898-9.....	1,315	1,167,453	16	2,348,096	58	222,781	70	3,738,331	44
1899-1900 ..	1,315	1,404,469	87	2,912,790	52	234,811	32	4,552,071	91
1900-1.....	1,315	1,607,166	79	3,121,006	15	244,062	93	4,972,235	87
1901-2.....	1,315	1,770,941	13	3,644,513	42	255,931	36	5,761,385	91
1902-3 ..	1,315	1,927,916	87	4,128,255	00	268,151	75	6,324,323	72
1903-4 ..	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-5.....	1,446	2,105,066	75	4,373,178	75	305,277	53	6,783,522	33
1905-6.....	1,446	2,297,716	62	5,019,805	53	326,307	85	7,643,829	90
1906-7.....	1,448	1,952,438	88	4,032,745	00	263,127	12	6,248,311	05
1907-8.....	1,448	2,711,416	98	6,054,493	45	407,643	37	9,173,358	80
1908-9.....	*1,147-13	2,628,218	57	5,502,550	58	396,300	31	8,527,069	46
1909-10.....	1,447-13	2,765,884	66	6,048,884	18	433,466	15	9,268,234	99
1910-11 ..	1,455-63	2,899,419	82	6,344,595	66	619,767	92	9,863,783	40

As measured in this year. + 1896-97, nine months only.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,926
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,054
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,085,437	1,015,963	4,101,400

* 1906-07 nine months only.

† As remeasured in this year.

2 GEORGE V., A. 1912

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from
July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		613,420
1877-8.....	714			619,957
1878-9	714			640,101
1879-80	829			581,483
1880-1..	840			631,245
1881-2.....	840	647,534	132,460	779,994
1882-3.....	840	728,186	150,414	878,600
1883-4.....	887	784,715	159,921	944,636
1884-5.....	941	812,028	145,200	957,228
1885-6.....	946	784,817	148,063	932,880
1886-7.....	977	814,032	128,752	942,784
1887-8.....	971	948,324	91,839	1,040,163
1888-9.....	971	1,050,592	85,680	1,136,272
1889-90.....	971	1,112,695	91,531	1,219,233
1890-1.....	1,094	1,203,814	94,490	1,298,304
1891-2.....	1,142	1,198,649	99,083	1,297,732
1892-3.....	1,142	1,188,827	104,051	1,292,878
1893-4.....	1,142	1,216,027	85,035	1,301,062
1894-5.....	1,142	1,272,284	80,383	1,352,667
1895-6.....	1,142	1,386,803	85,063	1,471,866
1896-7.....	1,145	1,416,631	85,059	1,501,690
1897-8.....	1,201	1,438,590	89,854	1,528,444
1898-9.....	1,315	1,504,652	98,443	1,603,095
1899-1900.....	1,315	1,878,858	112,896	1,991,754
1900-1.....	1,315	1,905,599	119,696	2,025,295
1901-2.....	1,315	2,061,196	125,030	2,186,226
1902-3.....	1,315	2,555,013	149,217	2,704,230
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.....	1,446	2,589,928	221,032	2,810,960
1905-6.....	1,446	2,491,472	245,688	2,737,160
*1906-7.....	1,448	1,853,126	191,721	2,044,846
1907-8.....	1,448	2,593,886	195,485	2,789,371
1908-9.....	†1,447 13	2,656,217	251,020	2,907,237
1909-10.....	1,447 13	2,873,547	248,777	3,122,324
1910-11.....	1,455 63	2,968,435	264,460	3,232,895

* 1906-07 nine months only.

† As remeasured in this year.

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The following table shows the number of Tons of Coal carried over the Inter-colonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. Johns for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7:				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,153	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824

* 1906-7 nine months only.

2 GEORGE V., A. 1912

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1894-5	Nil.	Nil.	Nil.
1877-8				1895-6	"	"	"
1878-9				1896-7	"	"	"
1879-80				1897-8	8,000	"	8,000
1880-1				1898-9	30,000	"	30,000
1881-2				1899-1900	13,239	"	13,239
1882-3	31,011		31,011	1900-1	147	"	147
1883-4	73,389		73,389	1901-2	Nil.	"	Nil.
1884-5	300,901		300,901	1902-3	"	"	"
1885-6	389,122		389,122	1903-4	147,438	"	147,438
1886-7	575,880		575,880	1904-5	Nil.	"	Nil.
1887-8	69,021		69,021	1905-6	*170,000		170,000
1888-9	129,725		129,725	1906-7			Nil.
1889-90	502,012		502,012	1907-8			"
1890-1	148,803	59,543	218,337	1908-9			"
1891-2	845,997	519,500	1,265,497	1909-10			"
1892-3	156,306	197,666	352,975	1910-11	*233,839	2,000	235,839
1893-4	Nil.	8,026	8,026				

* Via Montreal. 1906-7 nine months only.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1894-5	938,351
1877-8	557,772	1895-6	822,097
1878-9	630,329	1896-7	847,701
1879-80	535,248	1897-8	987,701
1880-1	672,310	1898-9	1,157,250
1881-2	692,095	1899-1900	1,234,077
1882-3	983,916	1900-1	1,292,106
1883-4	817,134	1901-2	1,311,707
1884-5	935,977	1902-3	1,521,540
1885-6	761,127	1903-4	1,607,050
1886-7	763,894	1904-5	1,769,480
1887-8	871,838	1905-6	1,882,630
1888-9	948,514	1906-7	1,531,140
1889-90	1,116,050	1907-8	1,528,620
1890-1	1,013,129	1908-9	1,466,920
1891-2	954,015	1909-10	1,608,170
1892-3	856,913	1910-11	1,696,280
1893-4	944,967		

1906-7 nine months only.

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TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1894-95.....	1,036,384
1877-78.....	331,170	1895-96.....	1,064,385
1878-79.....	302,921	1896-97.....	1,093,499
1879-80.....	534,021	1897-98.....	1,551,372
1880-81.....	565,678	1898-99.....	2,595,353
1881-82.....	560,253	1899-1900.....	2,720,453
1892-83.....	1,195,601	1900-01.....	3,535,364
1883-84.....	654,673	1901-02.....	2,959,761
1884-85.....	734,902	1902-03.....	3,392,252
1885-86.....	849,800	1903-04.....	2,788,772
1886-87.....	1,018,395	1904-05.....	3,317,910
1887-88.....	1,219,035	1905-06.....	2,924,226
1888-89.....	1,256,158	1906-07.....	2,231,864
1889-90.....	2,610,202	1907-08.....	4,567,245
1890-91.....	2,890,921	1908-09.....	4,727,268
1891-92.....	3,776,677	1909-10.....	7,074,042
1892-93.....	1,514,619	1910-11.....	5,080,848
1893-94.....	1,304,684		

1906-07 nine months only.

TABLE showing the quantity of lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1894-95.....	202,247,269
1877-78.....	56,626,547	1895-96.....	226,332,715
1878-79.....	55,626,696	1896-97.....	243,355,725
1879-80.....	55,462,654	1897-98.....	354,093,816
1880-81.....	72,841,388	1898-99.....	306,554,031
1881-82.....	78,356,418	1899-1900.....	379,350,074
1882-83.....	104,633,417	1900-01.....	396,858,964
1883-84.....	131,120,948	1901-02.....	428,051,029
1884-85.....	138,493,675	1902-03.....	459,231,589
1885-86.....	117,186,512	1903-04.....	465,379,803
1886-87.....	161,801,763	1904-05.....	518,434,310
1887-88.....	197,755,272	1905-06.....	572,878,600
1888-89.....	199,507,777	1906-07.....	452,602,703
1889-90.....	210,886,071	1907-08.....	754,759,383
1890-91.....	184,188,324	1908-09.....	571,395,101
1991-92.....	175,474,340	1909-10.....	677,805,611
1892-93.....	181,211,013	1910-11.....	647,327,499
1893-94.....	200,507,949		

1906-07 nine months only.

2 GEORGE V., A. 1912

TABLE showing the number of Live Stock carried during each year over the Inter-colonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77.	34,414	1894-95.	72,106
1877-78.	46,498	1895-96.	64,051
1878-79.	47,584	1896-97.	72,082
1879-80.	70,990	1897-98.	89,301
1880-81.	61,574	1898-99.	109,821
1881-82.	73,479	1899-1900.	92,813
1882-83.	68,338	1900-01.	95,923
1883-84.	60,090	1901-02.	98,495
1884-85.	70,785	1902-03.	127,060
1885-86.	74,498	1903-04.	113,006
1886-87.	82,896	1904-05.	110,670
1887-88.	98,302	1905-06.	106,589
1888-89.	85,960	1906-07.	97,381
1889-90.	80,771	1907-08.	99,824
1890-91.	95,529	1908-09.	104,165
1891-92.	87,889	1909-10.	106,712
1892-93.	93,369	1910-11.	113,976
1893-94.	79,203		

1906-07 nine months.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Mon-treal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77..					
1877-78..		14,949		3,405	18,354
1878-79....		21,628		2,643	24,271
1879-80..		21,073		4,952	26,025
1880-81..		15,454		3,334	18,788
1881-82....		21,607		4,168	25,775
1882-83..		24,875		7,911	32,786
1883-84..		19,696		6,533	26,229
1884-85....		22,787		8,405	31,192
1885-86..		13,464		8,216	21,680
1886-87..		16,923		9,811	26,734
1887-88..		41,864		8,878	50,742
1888-89...		17,340		11,481	28,821
1889-90....		9,895		11,730	21,625
1890-91..		9,923		10,764	20,687
1891-92.....		9,716		23,835	33,571
1892-93....		7,295		12,319	19,714
1893-94....		3,023	204	13,455	16,682
1894-95.		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97..		2,654	263	17,239	20,156
1897-98..		5,950	1,637	18,633	26,220
1898-99.....		2,462	243	31,555	34,263
1899-1900..		6,880	307	37,108	39,794
1900-01...	322	7,780	1,142	155,514	163,838
1901-02....	1,106	11,925	1,528	172,733	183,147
1902-03.....	817	21,377	1,194	124,695	138,631
1903-04....	2,079	15,325	2,994	146,070	174,520
1904-05.	284	17,217	3,683	85,853	105,149
1905-06....	2,026	15,922	5,337	128,462	153,042
1906-07....	1,384	16,652	436	110,447	128,219
1907-08.....	2,440	16,652	519	134,541	154,052
1908-09.....	2,487	23,402	649	119,913	146,451
1909-10..	2,367	21,064	5,818	131,273	160,522
1910-11...	7,220	27,607	6,927	130,776	172,530

1906-07 nine months.

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TABLE showing the number of Tons of Raw and Refined Sugar carried over the Inter colonial railway during each year since July 1, 1876.

Year.	RAW SUGAR.					REFINED SUGAR.				
	Via Ste. Rosalie	To Montreal for the west	To St. John for the west.	To Local Stations	Total	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,988	8,382		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16,594
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	605	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	332	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667

1906-07 nine months only

2 GEORGE V., A. 1912

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Inter-colonial railway during each year since 1876.

Year.	FRESH FISH.					SALT FISH.				
	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978	.....	551	1,848	802	3,201
1877-78.....		596	1,015	474	2,085	.....	898	1,644	805	3,346
1878-79.....		471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80.....		519	1,462	453	2,334	.....	1,612	2,238	959	4,809
1880-81.....		498	1,879	920	3,297	.....	1,418	937	1,051	4,406
1881-82.....		475	1,919	967	3,951	.....	4,031	1,066	2,487	7,584
1882-82.....		542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86.....		1,669	1,655	902	4,216	.....	1,680	3,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,859	.....	3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041	.....	2,617	470	1,099	4,193
1888-89.....		2,474	2,000	1,870	63,44	.....	3,070	7,746	2,994	13,810
1889-90.....		2,335	1,787	2,111	6,223	.....	2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665	.....	1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898	.....	3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95.....		2,606	3,726	1,160	6,892	.....	2,075	1,849	5,285	10,209
1895-96.....		1,966	3,059	1,316	6,344	.....	1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708	.....	2,158	1,176	2,536	5,889
1897-98.....		3,575	3,703	1,052	8,330	.....	1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	5,583	.....	1,651	1,198	3,625	5,474
1899-1000.....		2,547	2,706	3,686	8,939	.....	2,421	1,563	2,658	6,643
1900-01.....	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02.....	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03.....	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05.....	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06.....	284	2,748	2,739	7,706	13,177	683	2,740	346	6,994	10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08.....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09.....	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10.....	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11.....	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546

1906-07—nine months only.

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WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retain two-thirds of the gross earnings, and the government receive one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in oper- ation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,423 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,216 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33	...	714 75
1886-87	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1887-88	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,391 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	

1906-07—nine months only.

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PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	99,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	140,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,371
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267 5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267 5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267 5	424,104 00	337,419 55	86,684 45	108,263	356,761

1906-07 nine months only.

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CANALS.

STATEMENT showing the total cost of the individual Dominion canal works and connecting waters, up to March 31, 1910.

Route from Montreal to Lake Superior.

	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal	2,589,532 85	10,039,277 20		12,628,810 05
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,228,835 30			7,228,835 30
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,289,142 41		7,234,767 14
Williamsburg Canal	1,320,655 54	10,696 26		1,331,351 80
Farran's Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,118,927 32		6,118,927 32
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,049,468 96		28,743,292 99
Sault Ste. Marie Canal	4,923,330 27			4,923,330 27
Totals	28,587,439 69	45,542,844 72	3,843,996 23	77,974,280 64

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,776 46		382,776 46
Total	580,286 61	5,154,798 44	5,735,085 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal	4,085,889 21		4,085,889 21
Tay Canal	489,599 23		489,599 23
Total	4,575,488 44		4,575,488 44

Route from St. Johns, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal.....	637,056 76	63,944 37	701,001 13
St. Ours Lock.....	121,537 65	.....	121,537 65
Total	758,954 41	63,944 37	822,533 78

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal.....	9,555,950 41	.....	9,555,950 41
Total	9,555,950 41	.....	9,555,950 41

Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton.....	248,762 84	399,784 30	648,547 14
Total.....	248,762 84	399,784 30	648,547 14

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COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1909 and 1910.

Name of Canal.	Season of 1909.	Season of 1910.	Number of trips of vessels.	
			Season of 1909.	Season of 1910.
	Tons.	Tons.		
Sault Ste. Marie.....	21,861,245	36,395,687	6,331	7,972
Welland... ..	2,055,951	2,326,290	2,433	2,544
St. Lawrence.....	2,410,629	2,760,752	9,271	10,220
Chambly.....	752,117	669,299	4,725	4,219
St. Peter's.....	79,850	85,951	1,439	1,470
Murray.....	102,291	177,941	957	1,308
Ottawa.....	336,939	385,261	2,181	2,601
Rideau.....	91,774	134,881	2,236	2,815
Trent.....	59,952	46,263	3,730	3,442
St. Andrew's*		8,283		202
Total.....	33,720,748	42,990,608	33,303	36,799

* This is a lock and dam on the Red River, between Winnipeg and Lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1910

	Navigation Opened 1910.	Navigation Closed 1910.
Lachine	May 1	December 4.
Soulanges.. ..	" 1	" 4.
Grenville.....	April 29	" 1.
Carillon.....	" 29	" 1.
Ste. Anne's... ..	" 25	" 1.
Chambly	" 29	" 1.
St. Ours	" 19	" 1.
Cornwall.	" 30	" 5.
Williamsburg { Farran Point	May 1	" 5.
{ Rapide Plat.....	" 1	" 5.
{ Galops.....	" 1	" 5.
Murray	April 1	" 5.
Welland	" 15	" 15.
Sault Ste. Marie.....	" 13	" 15.
Rideau..... { At Ottawa.....	May 1	November 30.
{ At Kingston Mills	" 1	" 29.
{ Lake Simcoe to Fenelon Falls..	April 24	" 1.
Trent.. .. { Fenelon Falls to Lakefield....	" 2	" 26.
{ Lakefield to Peterborough.	" 13	" 4.
{ Peterborough to Healy Falls....	" 2	" 26.
St. Peter's.....	" 10	January 16, 1911.

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE, MARCH 31, 1911

RAILWAY SUBSIDIES

The following are the several Railway Subsidy Acts passed since and including the year 1907, being the only Acts in force at the close of the fiscal year 1910-11 (March 31, 1911).

1907

ACT 6-7 EDWARD VII., CHAP. 40.

(Assented to April 27, 1907).

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. To the Central Ontario Railway, for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic railway at or near Whitney, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 4; not exceeding 40 miles.

2. For a line of railway from Woodstock to the International Boundary, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 15; not exceeding 26 miles.

3. For a line of railway from a point on the Canadian Pacific railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 16; not exceeding 30 miles.

4. For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 (*d*); not exceeding 7 miles.

5. For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 (*d*); not exceeding 22 miles.

6. For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 24; not exceeding 37 miles.

7. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25; not exceeding 1 mile.

8. To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific railway, to Nicola lake, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 26; not exceeding 47 miles.

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9. To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton and thence westerly towards Yellow Head Pass, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 28; not exceeding 50 miles.

10. For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 29; not exceeding 59 miles.

11. For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 30; not exceeding 35 miles.

12. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk railway between these places, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 31; not exceeding 35 miles.

13. To the Canadian Northern Ontario Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by chapter 57 of 1903, section 2, item 39; not exceeding 265 miles.

14. For a branch line from a point at or near the intersection of the Canadian Pacific railway and the Canadian Northern Quebec railway (formerly the Great Northern railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the village of Brownsburg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 49; not exceeding 4.2 miles.

15. To the Orford Mountain Railway Company, for the following lines of railway, namely:—from Bolton Line to Mansonville, 7.54 miles; from Mansonville to the International Boundary, 3.12 miles; from Windsor Mills to Brompton Falls, 8 miles; from Melbourne Road Crossing to Melbourne village, 3.50 miles; and from a point on its main line of railway to the south end of Bonella lake, 5 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 50, but not exceeding in the whole 27 miles.

16. To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan, to the village of Rawdon, in lieu of the subsidy granted to the Chateauguay and Northern Railway Company by chapter 57 of 1903, section 2, item 55; not exceeding 16 miles.

17. To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in the lieu of subsidy granted by chapter 57 of 1903, section 2, item 61; not exceeding 5 miles.

18. To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 69; not exceeding 150 miles.

19. For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 78; not exceeding 19 miles.

20. For a line of railway from Wellington to or towards Union bay by way of Alberní, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 6; not exceeding 55 miles.

21. For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove), thence via the east side of Lake Ainslie to or towards a point on the Intercolonial railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper, to Caribou Cove, or Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 34.

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22. To the Klondike Mines Railway Company, for the following lines of railway, namely:—

- (a) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles;
- (b) for a line of railway from a point at or near Sulphur Springs to a point at or near the divide between Dominion and Flat creeks, not exceeding 45 miles; and
- (c) for a line of railway from a point at or near the said divide to or towards the Stewart river, not exceeding 8 miles;

the whole in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 46.

23. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 65; not exceeding 50 miles.

24. For a line of railway from Grandique Ferry to Arichat, Nova Scotia, being a revote of the subsidy granted by chapter 7 of 1901, section 2, item 15; not exceeding 8 miles.

25. For a mile of railway from Connors, at the terminus of the Temiscouata railway, to a point on the boundary line between New Brunswick and Quebec at the foot of Beau lake, being a revote of part of the subsidy granted by chapter 7 of 1901, section 2, item 2; not exceeding 18 miles.

2. The Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 57 of 1903, section 3, item 1, a subsidy of \$15,000.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, not the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon the completion of the work subsidized; or
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken; or
- (c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways and

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bridge respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridge hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or the bridge shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful

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examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

1908

ACT 7-8 EDWARD VII., CAP. 63, 1908.

(Assented to 20th July, 1908.)

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork of Kettle river, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.
2. For a line of railway from Owen Sound, in the province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.
3. For a line of railway from Sharbot lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.
4. To the Nipigon Railway Company, for the following lines of railway:—
 - (a) from a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

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(b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding $3\frac{1}{2}$ miles;

(c) from a point on the line of the Nipigon railway at or near the crossing of the Fraser river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding $1\frac{1}{2}$ miles;

(d) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles.

the said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

5. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following railway lines of railway:—

(a) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 100 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 64 miles.

(c) from a point at or near Sudbury, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

6. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

7. For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

8. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

9. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

10. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

11. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line from St. Jerome, not exceeding 15.2 miles; in lieu of the subsidies granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 36; not exceeding in all 45.2 miles.

12. To the Canadian Northern Quebec Railway Company, for a line of railway from, or near, Garneau Junction to Quebec, with a branch to or towards the Quebec bridge, in lieu of the subsidy granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

13. To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapascal, on the Intercolonial railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

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14. For a line of railway from Yamaska to a point in the county of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding $1\frac{1}{2}$ miles; and not exceeding in all $71\frac{1}{2}$ miles.
15. To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John river between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.
16. For a line of railway from Brazil lake, on the Dominion Atlantic railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.
17. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.
18. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the International railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.
19. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.
20. To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.
21. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 80 miles.
22. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 52 miles.
23. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with branch line to Country Harbour in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding in all 116 miles.
24. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie de Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

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25. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.
26. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 15 miles.
27. For a line of railway from Tusket Wedge to a point on the Halifax Southwestern railway at or near Riverdale Station; not exceeding 8 miles.
28. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via Upper Lahave; not exceeding 12 miles.
29. To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.
30. For a line of railway from a point at or near Centreville to Aylesford, or Kingston, or Middleton, on the line of the Dominion Atlantic railway; not exceeding 35 miles.
31. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.
32. To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding $2\frac{1}{2}$ miles; not exceeding in all $9\frac{1}{2}$ miles.
33. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway; not exceeding 9 miles.
34. To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9.65 miles.
35. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell river, not exceeding 38 miles; not exceeding in all 79 miles.
36. For a line of railway from Macleod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
37. To the Southern Central Pacific Railway Company, for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood river; not exceeding 50 miles.
38. For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan river at or near Rocky Mountain House; not exceeding 70 miles.
39. To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding $9\frac{1}{2}$ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all $34\frac{1}{2}$ miles.
40. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw; in a northwesterly direction; not exceeding 123 miles.
41. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
42. To the Quebec, Montreal and Southern Railway Company, for a line of railway from Royan Junction to the International boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
43. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

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- (a) from Valcartier Station to St. Catherine; not exceeding 3.8 miles.
 - (b) from Valcartier Station towards Gosford; not exceeding $5\frac{1}{2}$ miles.
 - (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice to La Tuque Falls; not exceeding 5 miles;
 - (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
 - (e) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1.6 miles; not exceeding in all 20.9 miles;
- 44. To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
 - 45. To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
 - 46. For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemagne (Bout de l'Ile); not exceeding 22 miles.
 - 47. To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemarie, easterly; not exceeding 25 miles.
 - 48. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.
 - 49. For a line of railway from Montreal to a point on the National Transcontinental railway; not exceeding 200 miles.
 - 50. To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.
 - 51. To the Maritime Coal, Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.
 - 52. For a line of railway from St. Peter's, in the county of Richmond, by the south shore of Bras d'Or lake to Sydney; not exceeding 60 miles.
 - 53. To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the Province of Quebec; not exceeding 13 miles.
 - 54. To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
 - 55. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
 - 56. For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.
 - 57. To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa river; not exceeding 110 miles.
 - 58. For a line of railway from Nicola to a point at or near Penticton; not exceeding 100 miles.
 - 59. For a line of railway from Carmi to Penticton; not exceeding 50 miles.
 - 60. To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.
 - 61. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific railway northward towards the National Transcontinental railway; not exceeding 50 miles.
 - 62. To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental railway to Port Arthur and Fort William; not exceeding 220 miles.

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63. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental railway; not exceeding 18 miles.
64. To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French river; not exceeding 85 miles.
65. To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.
66. To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.
67. To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan bay to Cowichan lake; not exceeding 54 miles.
68. To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.
69. For the following lines of railway:—
 - (a) from Westfield to St. John, not exceeding 14 miles;
 - (b) from Gagetown to Fredericton, not exceeding 40 miles;
 - (c) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
70. To the Little Nation River Railway Company, for a line of railway from Papi-neauville on the Canadian Pacific railway towards Lake Nominique; not exceeding 30 miles.
71. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.
72. To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, \$15,000.
2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan river connecting Stratheona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding \$100,000.
3. To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—
 - (a) bridge across the Gentilly river, \$15,000;
 - (b) bridge across the Becancour river, \$30,000;
 - (c) bridge across the Richelieu river, \$30,000;
4. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspébiac to Gaspé, payable upon the completion of the said line of railway between the said points, \$250,000.
5. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche river from Campbellton to Mission Point, not exceeding \$160,000.
6. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of

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equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon the completion of the work subsidized; or
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the

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lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provide that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railways and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be credited to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than \$15,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the companies' contract;

(c) that in no cases shall the subsidy exceed the sum of \$6,400 per mile.

1909

ACT 8-9 EDWARD VII., CHAP. 35.

Assented to May 19, 1909).

1. Paragraph 6 of section 2 of chapter 63 of the statutes of 1908 is amended by adding at the end thereof the figures '\$200,000.'

1910

ACT 9-10 EDWARD VII., CHAP. 51.

(Assented to May 4, 1910).

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and Southwestern railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence by the east side of Lake Ainslee and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding one mile.

6. For a line of railway from Brazil lake, on the Dominion Atlantic railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the

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said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for $3\frac{1}{2}$ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata railway to a point on the boundary line between New Brunswick and Quebec, at the foot of Beau lake, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Rock, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspébiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned: not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

- (a) from Valcartier station to St. Catherine, not exceeding 3.8 miles;
- (b) from Valcartier station towards Gosford, not exceeding $5\frac{1}{2}$ miles;
- (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;
- (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
- (e) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1.6 miles;
- (f) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;
- (g) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35.9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

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23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence river at or near Quebec; not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 50 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9; not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary, in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 76 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(a) from Sault Ste. Marie to a point on the Canadian Pacific railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles;

(b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway, not exceeding 25 miles;

(c) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63 for 18 miles; not exceeding 22 miles.

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33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

- (a) from a point at or near Nipigon station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;
- (b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding $3\frac{1}{2}$ miles;
- (c) from a point on the line of the Nipigon railway at or near the crossing of the French river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding $1\frac{1}{2}$ miles;
- (d) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot lake or Bathurst station in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

- (a) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, northeasterly; not exceeding 10 miles;
- (b) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

- (a) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen railway; not exceeding 250 miles;
- (b) from a point on the company's line of railway near Coldwater river to a point on the Fraser river; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

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43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan lake, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 67; not exceeding 24 miles.

45. For a line of railway from Montreal to a point on the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific railway, towards Lake Nominig, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

2. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made, or caused to be made, an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon completion of the work subsidized; or,
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,
- (d) With respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications, approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council,

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is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation of men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rail and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent,

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shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

MAP No. 1



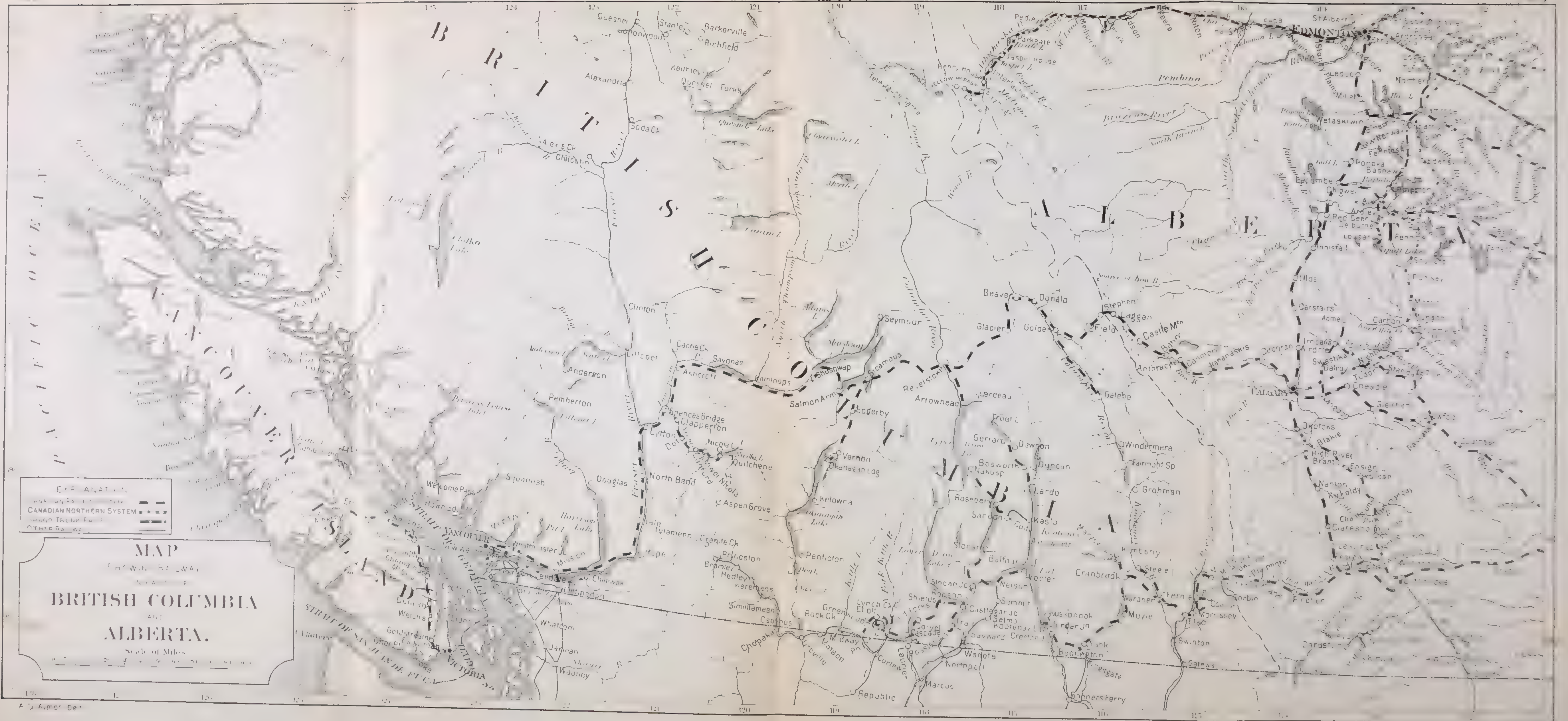


MAP
OF THE
DOMINION OF CANADA.

Scale of Miles
0 40 80 120 160 200 240

MAP No. 3



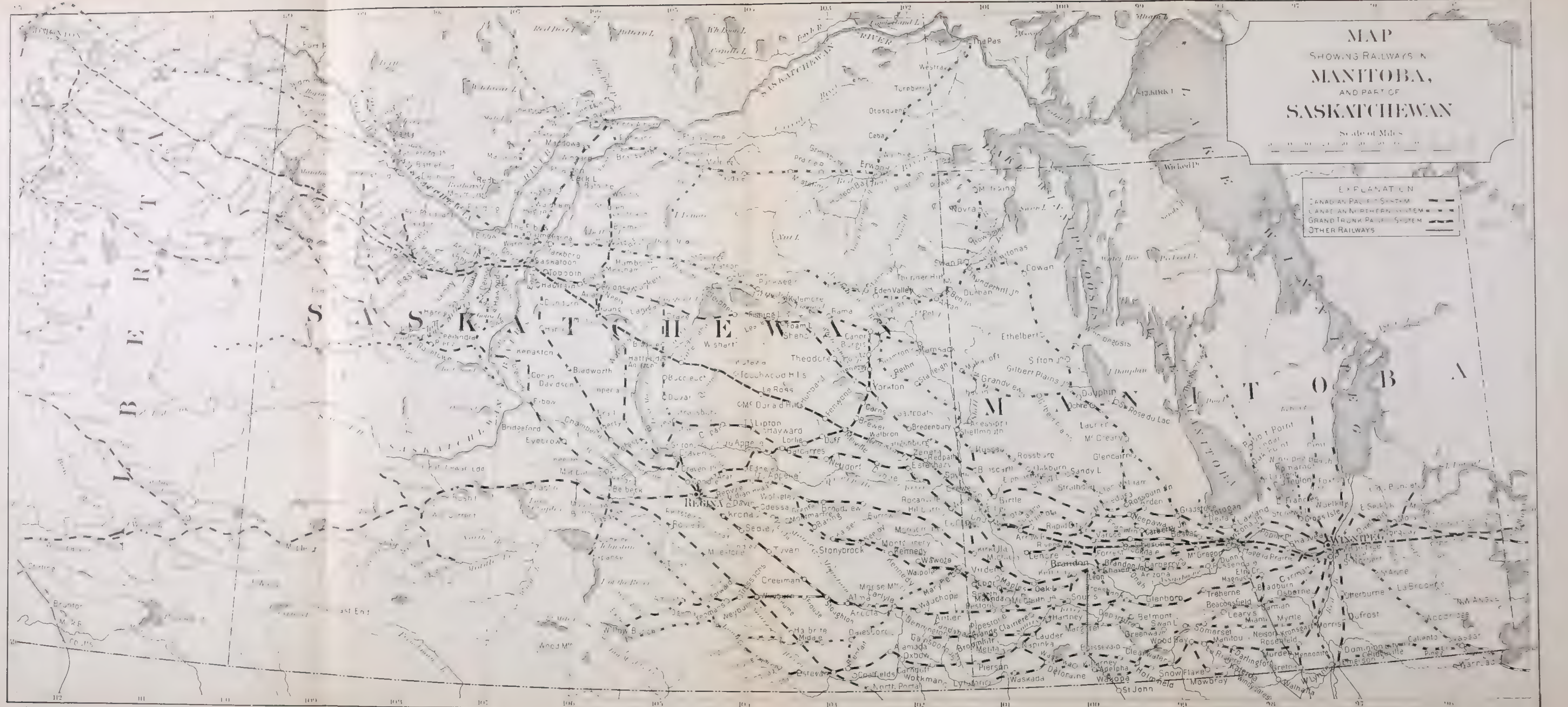


EXPLANATION
CANADIAN NORTHERN SYSTEM
GREAT NORTHERN SYSTEM
OTHER RAILWAYS

MAP
SHOWING RAILWAYS
OF
BRITISH COLUMBIA
AND
ALBERTA.
Scale of Miles
0 10 20 30 40 50 60 70 80 90 100

MAP No. 4





MAP

SHOWING RAILWAYS IN
MANITOBA,
AND PART OF
SASKATCHEWAN

Scale of Miles
0 10 20 30 40 50 60 70 80 90 100

EXPLANATION

—	CANADIAN PACIFIC SYSTEM
- - -	CANADIAN NORTHERN SYSTEM
...	GRAND TRUNK PACIFIC SYSTEM
---	OTHER RAILWAYS

MAP No. 5





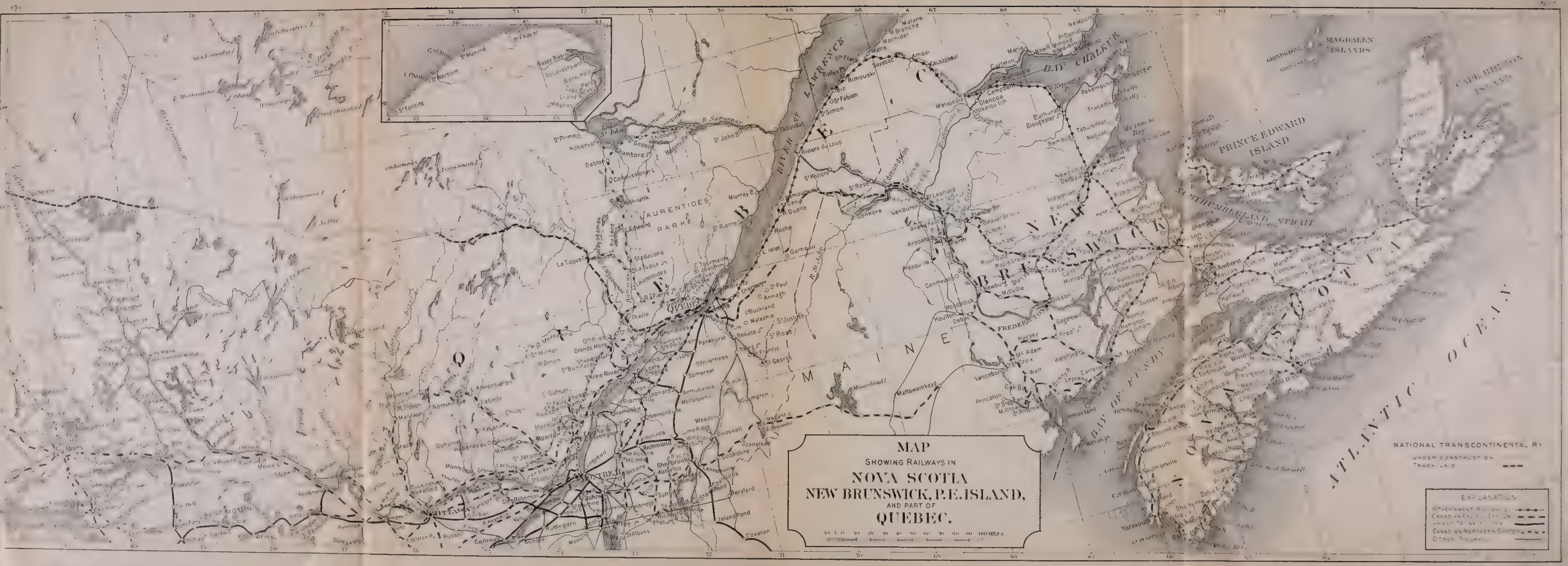
NATIONAL TRANSCONTINENTAL RY.
UNDER CONSTRUCTION
TRACK LAID

EXPLANATION
CANADIAN PACIFIC SYSTEM
CANADIAN NORTHERN SYSTEM
GRAND TRUNK PACIFIC
OTHER RAILWAYS

MAP
SHOWING RAILWAYS
IN PARTS OF
ONTARIO AND MANITOBA
Scale of Miles
0 10 20 30 40 50 60 70 80 90 100

MAP No. 6

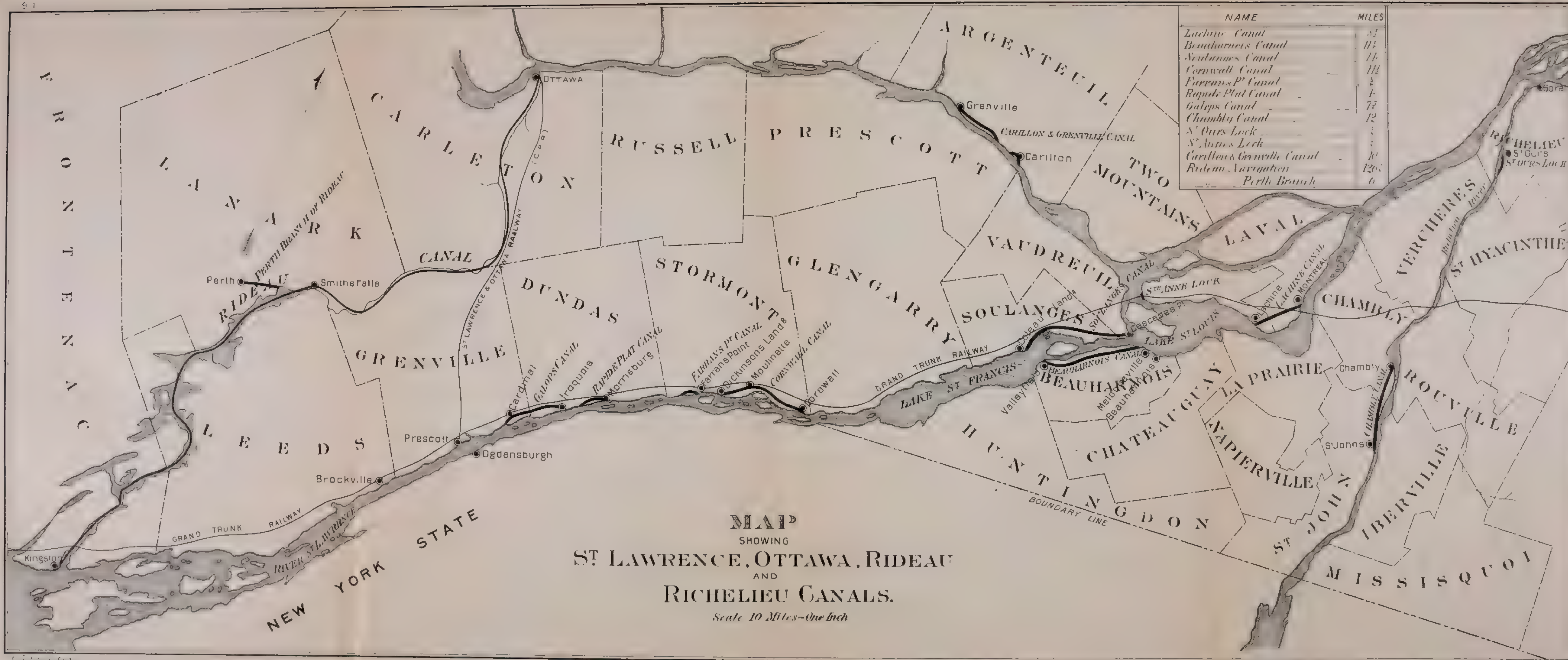




MAP
SHOWING RAILWAYS IN
NOVA SCOTIA
NEW BRUNSWICK, P.E. ISLAND,
AND PART OF
QUEBEC.

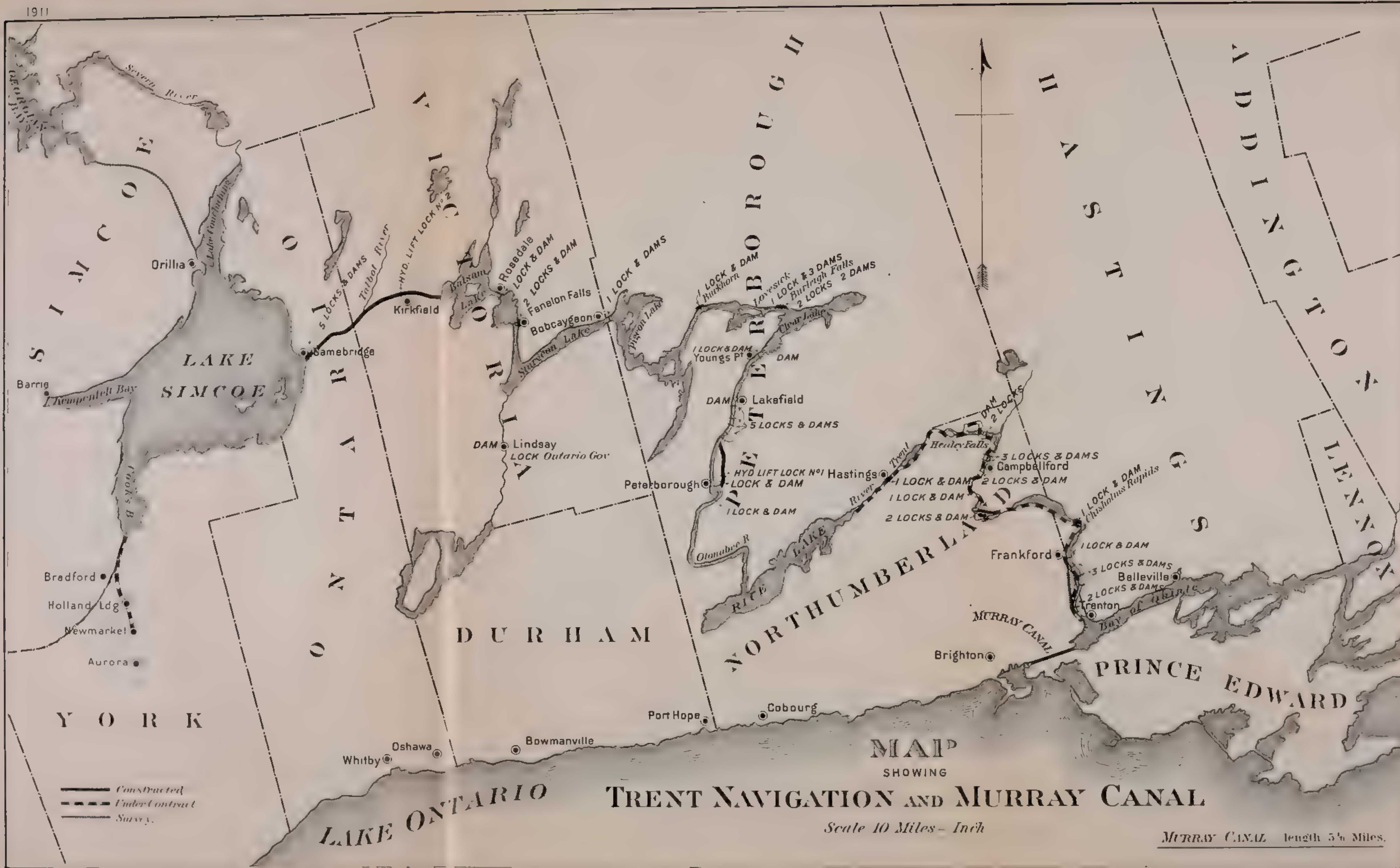
NATIONAL TRANSCONTINENTAL RY
UNDER CONSTRUCTION
TRACK L.A.D.

EXPLANATION
GOVERNMENT RAILWAYS
CANADIAN PACIFIC SYSTEM
GRAND TRUNK SYSTEM
CANADIAN NORTHERN SYSTEM
OTHER RAILWAYS

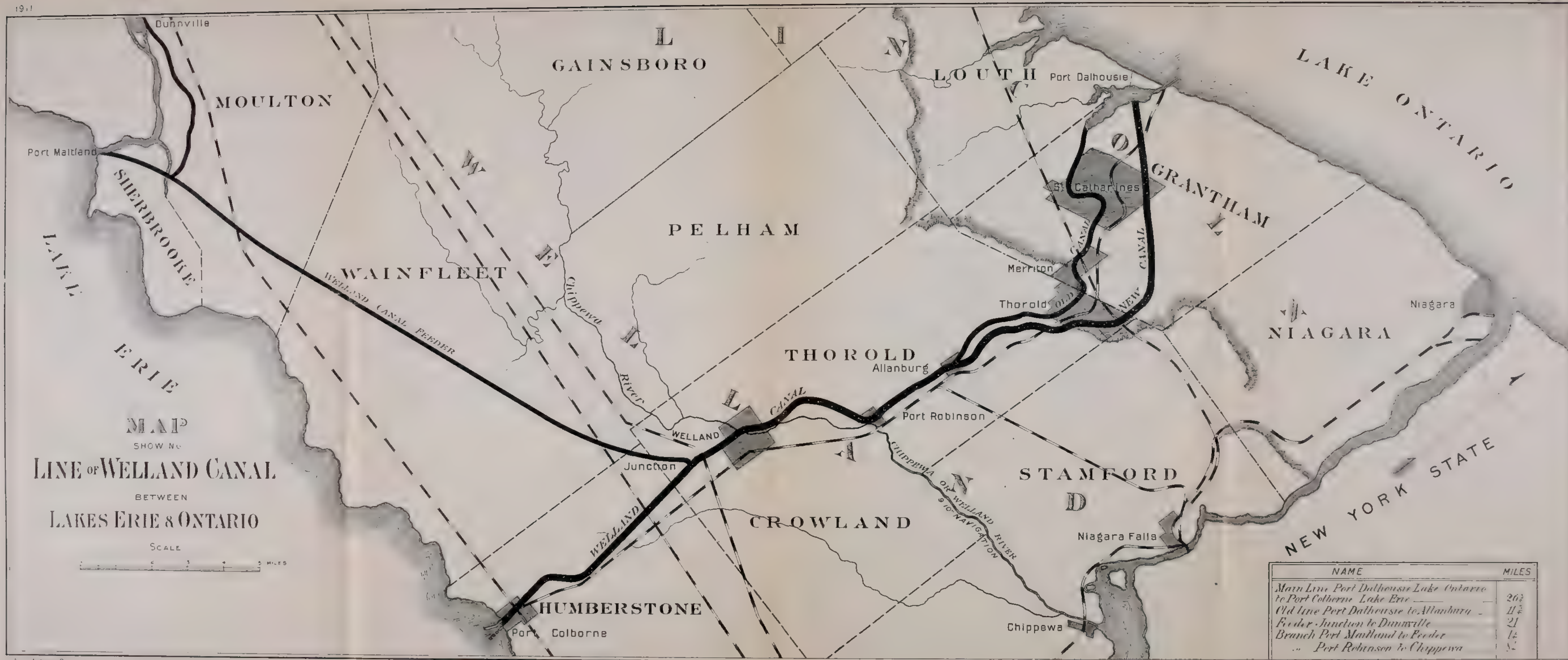




MAP No. 7



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NAME	MILES
Main Line Port Dalhousie Lake Ontario	26½
to Port Colborne Lake Erie	11½
Old line Port Dalhousie to Allanburg	21
Feeder Junction to Dunnville	1½
Branch Port Maitland to Feeder	1½
" Port Robinson to Chippewa	5½

MAP No. 9



122.2

Doc. 1, 1882.



MAP
SHOWING RAILWAYS
IN THE NORTHERN PARTS OF
BRITISH COLUMBIA
AND
ALBERTA

Scale of Miles
0 10 20 30 40 50 60 70 80 90 100

EXPLANATION	
CANADIAN PACIFIC SYSTEM	—
CANADIAN NORTHERN SYSTEM	- - -
GRAND TRUNK PACIFIC SYSTEM	· · ·
OTHER RAILWAYS	—
G.T.P. Ry Under Construction	- x - x -

MAP No. 11



MAP
SHOWING RAILWAYS
IN PARTS OF
ONTARIO AND QUEBEC

Scale of Miles
10 5 0 10 20 30 40 50 60 70 80 90 100



EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK SYSTEM
CANADIAN NORTHERN SYSTEM
OTHER RAILWAYS

ANNUAL REPORT

OF THE

Railways and Canals for 1911.

Company Deputy Minister's Report

Northern parts of British Columbia and Alberta.

Southern parts of British Columbia and Alberta.

Manitoba and part of Saskatchewan.

of Ontario and Manitoba.

of Ontario and Quebec.

of Nova Scotia, New Brunswick, Prince Edward Island and parts of

St. Lawrence Canal, and also St. Mary's Falls Canal, Mich., U.S.A.

Welland Canal between Lake Erie and Ontario.

and Murray Canal.

Ottawa, Rideau and Richelieu Canals.

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ANNUAL REPORT

OF THE

Department of Railways and Canals for 1911.

Maps to accompany Deputy Minister's Report

1. General map of the Dominion.
2. Map showing Railways in the northern parts of British Columbia and Alberta.
3. Map showing Railways in the southern parts of British Columbia and Alberta.
4. Map showing Railways in Manitoba and part of Saskatchewan.
5. Map showing Railways in parts of Ontario and Manitoba.
6. Map showing Railways in parts of Ontario and Quebec.
7. Map showing Railways in Nova Scotia, New Brunswick, Prince Edward Island and parts of Quebec.
8. Map showing Sault Ste. Marie Canal, and also St. Mary's Falls Canal, Mich., U.S.A.
9. Map showing Line of Welland Canal between Lake Erie and Ontario.
10. Map showing Trent Navigation and Murray Canal.
11. Map showing the St. Lawrence, Ottawa, Rideau and Richelieu Canals.

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